WALES.

Railways and Tramways.

EPORT

OF

THE COMMISSIONERS

FOR THE YEAR ENDED

30 JUNE, 1918.

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1918.

NEW SOUTH WALES.

New South Wales Government Railways and Tramways.

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SYDNEY: WILLIAM APPLEGATE GULLICK, GOVERNMENT PRINTER.
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1918.

NEW SOUTH WALES.

NEW SOUTH WALES GOVERNMENT RAILWAYS AND TRAMWAYS.

REPORT OF THE COMMISSIONERS FOR THE YEAR ENDED 30 JUNE, 1918.

Office of the Railway Commissioners for New South Wales,
Sydney, 31 July, 1918.

To the Honorable the Minister for Railways.

Sir,

In accordance with the provisions of section 39 of the "Government Railways Act of 1912," as amended by the "Government Railways (Amendment) Act of 1916," we have the honor to submit, for the information of Parliament, our Report upon the working of the Railways and Tramways for the year ended 30th June, 1918.

The financial results, compared with the previous year, are as follow :—

	Year ended 30th June.					
	1918.			1917.		
	Railways.	Tramways.	Total.	Railways.	Tramways.	Total.
	£	£	£	£	£	£
EARNINGS	8,954,880	1,992,641	10,947,521	8,380,085	2,008,539	10,388,624
WORKING EXPENSES ...	5,940,447	1,603,260	7,543,707	5,915,360	1,691,367	7,606,727
Balance after paying working expenses	3,014,433	389,381	3,403,814	2,464,725	317,172	2,781,897
Interest on Capital invested...	3,043,349	348,546	3,391,895	2,858,789	335,361	3,194,150
£	**28,916**	**40,835**	**11,919**	**394,064**	**18,189**	**412,253**
	Deficit.	Gain.	Gain.	Deficit.	Deficit.	Deficit.

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RAILWAYS.

During the year the following extensions were opened for traffic, viz.:—

Date opened.		mls.	chs.
29 October	—Denman to Merriwa	35	6
13 November	—Wyalong to Cargelligo	70	36¼
27 ,,	—Wauchope to Kempsey	30	52
7 January	—Cobar to C.S.A. Mines	7	4
8 April	—Troy Junction to Merrygoen	59	30
8 ,,	—Caragabal to Forbes	38	52½

The number of miles of line open for traffic on the 30th June, 1918, was 4,679¼. (See Appendix XI.)

The expenditure charged to Capital Account during the year amounted to £3,043,829. (See Appendix XIII.)

The total capital expenditure on lines open for traffic on the 30th June, 1918, was £75,050,450. (See Appendix XIV.)

The gross earnings have increased from £8,380,085 to £8,954,880, a gain of £574,795, or 6·86 per cent. over last year.

The increases and decreases from the various sources of earnings as compared with the previous year are as follow:—

			Earnings.		Tonnage.	
			Increase.	Decrease.	Increase.	Decrease.
	1918.	1917.	£	£	Tons.	Tons.
Passengers, No. ...	94,304,516	96,709,846	271,173	....	....	....
Parcels, &c.			24,107	....	....	....
Refreshment Rooms			172,324	....	....	....
General Merchandise			82,402	....	10,756	....
Wool			35,443	....	2,850	....
Live Stock			63,586	....	....	54,115
Hay, Straw, and Chaff			18,990	....	....	2,919
Grain, Flour, &c....			....	146,931	71,927	....
Coal and Coke			61,531	....	....	355,659
Minerals (other than Coal and Coke)			....	5,527	....	112,644
Miscellaneous			....	2,303	....	....
Earnings and Tonnage ... ... £			574,795	....	....	439,804

Of the increase in earnings, the sum of £530,939 was derived from increased rates and fares in operation. The loss of revenue due to the general strike is estimated at £425,000, and a further loss of £59,173 was incurred by the carriage at reduced rates of troops and material for the military forces and war relief organisations.

TRAIN MILEAGE.

The mileage results are:—Of passenger trains, 8,958,319 miles; of mixed trains, 1,417,202 miles; of goods trains, 7,737,746 miles; the total being 18,143,267 miles, or a decrease of 2,157,450 miles as compared with the previous year.

PASSENGERS CARRIED.

During the year 94,304,516 passengers were carried, as compared with 96,709,846 in the previous year, or a decrease of 2,405,330. We have again pleasure in reporting that no passengers were fatally injured by accidents to trains during the year.

WORKING EXPENDITURE.

The working expenses amounted to £5,940,447 as compared with £5,915,360 last year, an increase of only £25,087, and absorbed 66·34 per cent. of the earnings, or 4·25 per cent. less than in the previous year.

The strike which occurred in August last automatically reduced working costs, but not to such an extent as to cover the increases due principally to higher rates of pay imposed by Wages Board awards, automatic increases due to earlier awards, and the continual upward trend in the value of materials necessary for maintenance of rolling stock, way and works.

Details of additional expenditure, amounting to £453,528, incurred under the above heads are as follow:—

	£
Increase in wages due to Wages Boards' awards coming into operation during the year, or operative for a portion only of the previous year	88,225
Automatic increases due to earlier awards, and to advances in pay approved by the Commissioners to equalize conditions created by Wages Boards' awards	55,723
Additional cost incurred in giving effect to the provisions of the Government Railways (Amendment) Act, 1916, for one week's leave on full pay to staff for each year of service, and one month's leave on full pay after twenty years' service, and for payment of full accident pay	37,110
Increased cost of coal	93,717
Increased cost of other materials than coal	156,403
Increased payments as difference in pay of the staff enlisted for service with the Expeditionary Forces	22,350
Total	£453,528

The cumulative effect of continual increases in wages, cost of materials, and other items uncontrollable by the Administration, is clearly shown in a comparison of the working for the years 1908 and 1918, published as an appendix to this report. (Appendix XXXIV.)

Considerable savings have been effected again during the year by the closest scrutiny of the whole of the work done, so as to attain the highest efficiency both in staff and of plant employed, and the results indicate a generous response on the part of the staff as a whole to reach a condition of economy in working which must be regarded as satisfactory.

INTEREST CHARGES.

The interest charge on railway capital invested shows an increase of £184,560 over the amount debited in the previous year, £58,666 of the increase being due to the higher average rate of interest paid on the State debt.

TRAFFIC.

The year's work has involved the operation (gross), of:—

Passenger ton miles	1,647,979,688
Goods ton miles	2,852,100,687
Total	4,500,080,375

a decrease in the aggregate of 447,805,918 ton miles as compared with last year's working.

The earnings per 1,000 ton miles were:—

	£	s.	d.
Passenger	2	12	1
Goods	1	12	8
Total	£1	19	10

an increase of 6s. 0d., as compared with the previous year.

RATES AND FARES.

The increase in goods rates imposed in December, 1916, produced during the year just closed additional revenue to the extent of £233,700, and an increase in passenger fares, operating from the 8th August last, produced a further sum of £297,239, or taken together, a total of £530,939.

The advance in the purchase cost of coal and other materials, and additional payments as difference between departmental and military pay to employees serving with the Expeditionary Forces, together with the loss of revenue by the carriage at reduced rates of troops and materials for the military forces and the various war relief funds, amount, however, to a total of £331,643, leaving only £199,296 to cover increases in wages and allowances to the staff and the increased charge due to the advance in rate of interest payable, representing in the aggregate £239,724.

In view of the fact that very much greater increases in rates and fares, varying from 25 to 50 per cent., have been imposed in Great Britain and on foreign railway systems, the position in this State must still be regarded as extremely favourable to railway users.

Further heavy increases in wages, in the average rate of interest payable, and in the cost of materials, must seriously affect the financial position in the coming year.

REFRESHMENT ROOMS.

The Refreshment rooms at the Sydney Central Railway Station were taken over by the Commissioners on the 1st July, 1917, and with the exception of that at stations on the Grafton to Tweed line, and unimportant refreshment stalls at stations on other lines of the system, the whole of the railway refreshment business is now conducted departmentally. Extensive alterations were carried out during the year for the improvement of the service to the public, and to provide suitable accommodation for the staff engaged in the working of the rooms.

The operating expenditure amounted to £236,063 and the receipts to £274,699, showing a surplus of receipts of £38,636 for the year. Treating the business as a separate undertaking, and allowing for interest and other charges, the net profit for the year is, approximately, £33,700, or about £24,970 in favour of departmental operation as compared with the leasing system.

The following statement shows the earnings and expenses in connection with a number of lines:—

Line.	Length.	Capital Cost.	Interest on Capital.	Working Expenses.		Total Earnings.		Loss after providing for Working Expenses and Interest.	
	Year ended 31st December.								
				1917.	1916.	1917.	1916.	1917.	1916.
	mls. ch.	£	£	£	£	£	£	£	£
Clyde to Carlingford...	4 39¼	49,386	2,022	7,800	7,415	2,908	2,875	6,914	6,408
Lidcombe to Regent's Park ...	1 75¾	43,132	1,766	3,227	3,254	1,042	1,157	3,951	3,726
Kiama to Nowra	22 59½	435,780	17,838	16,107	15,557	13,209	14,729	20,736	17,285
Goulburn to Crookwell	35 43	183,981	7,531	9,399	8,172	9,840	10,599	7,090	4,517
Joppa Junction to Nimmitabel ...	151 54¼	1,622,197	66,401	60,350	60,900	64,206	67,117	62,545	54,972
Galong to Boorowa	17 68¼	140,858	5,766	3,108	2,624	2,924	2,519	5,950	5,480
Demondrille to Blayney	110 50	1,265,909	51,817	123,888	115,599	126,664	102,239	49,041	61,139
Koorawatha to Grenfell	32 24	157,754	6,457	13,145	8,997	10,228	9,651	9,374	5,299
Cowra to Canowindra	23 51	158,568	6,491	5,559	5,324	6,932	6,450	5,118	4,863
Cootamundra to Tumut	65 22½	604,564	24,747	14,665	13,920	20,656	20,813	18,756	15,932
Temora to Barellan	61 41¾	275,541	11,279	12,669	12,137	20,784	18,504	3,164	3,991
The Rock to Oaklands	77 44¼	349,204	14,294	15,558	14,230	20,907	16,659	8,945	10,725
Culcairn to Corowa	48 3	306,696	12,554	9,971	10,228	11,780	11,440	10,745	10,375
Culcairn to Holbrook	16 61	83,696	3,426	2,604	2,870	3,638	2,999	2,392	3,032
Narrandera to Hay	107 32¾	664,292	27,191	28,698	37,029	30,623	27,434	25,266	34,687
Narrandera to Finley	100 70½	550,142	22,519	23,424	20,232	28,719	27,799	17,224	13,190
Finley to Tocumwal	11 7½	44,734	1,831	1,845	1,793	2,409	2,624	1,267	773
Blacktown to Richmond	16 19½	276,398	11,314	20,569	20,516	22,778	20,480	9,105	10,429
Wallerawang to Dunedoo	134 53	1,416,277	57,972	72,242	67,277	112,875	99,860	17,339	20,825
Bogan Gate to Tullamore	37 66¼	145,533	5,957	5,616	5,841	7,971	7,446	3,602	3,892
Narromine to Peak Hill	36 62¼	134,136	5,491	4,780	5,047	5,631	6,819	4,640	3,294
Parkes to Peak Hill	31 26¾	143,530	5,875	4,564	5,442	6,010	7,926	4,429	3,221
Nevertire to Warren	12 29½	52,158	2,135	3,503	3,555	2,422	2,397	3,216	3,128
Nyngan to Bourke	126 43	708,187	28,988	21,923	36,690	28,215	26,284	22,696	37,153
Byrock to Brewarrina	58 42	175,722	7,193	6,385	8,107	6,437	7,684	7,141	7,033
Tamworth to Wallangarra	209 71¾	2,780,845	113,828	191,638	227,510	253,984	249,489	51,482	82,928
Fassifern to Toronto...	2 55	44,808	1,834	2,774	2,811	1,000	1,096	3,608	3,408
West Tamworth to Barraba ...	61 50¼	301,925	12,359	11,421	13,094	15,834	16,443	7,946	8,056
Burren Junction to Walgett ...	55 1¼	211,326	8,650	7,555	9,124	11,228	17,318	4,977	230*
Burren Junction to Collarenebri East.	42 44¼	152,502	6,242	5,279	6,905	6,009	6,969	5,512	5,680
Moree to Inverell	95 65¼	412,082	16,868	25,805	26,306	35,756	34,944	6,917	6,927
Moree to Mungindi	77 2	422,093	17,278	10,126	10,827	13,075	13,806	14,329	13,033
Murwillumbah to Grafton	149 9	1,546,377	63,298	78,424	87,137	79,598	74,426	62,124	70,923
Casino to Kyogle	17 71¼	107,089	4,383	3,735	3,596	5,119	4,265	2,999	3,376
Glenreagh to South Grafton ...	27 18	311,091	12,734	3,947	5,012	3,184	3,372	13,497	13,290
Raleigh to Coff's Harbour	13 23¾	247,954	10,150	2,480	2,471	2,011	1,898	10,619	4,492
Tarrawingee Line	40 7	32,929	1,348	3,637	2,779	2,285	3,198	2,700	825
	2,135 69¼	16,559,396	677,827	838,420	890,328	998,891	951,728	517,356	558,077
								* Profit.	
	Year ended 30th June.								
New Lines.	mls. ch.			1918.	1917.	1918.	1917.	1918.	1917.
West Maitland to Kempsey ... (Opened—West Maitland to Dungog, 14th August, 1911; Dungog to Taree, 4th February, 1913; Taree to Wauchope, 12th April, 1915; Wauchope to Kempsey, 27th November, 1917.)	193 46	2,820,652	109,664	68,247	60,169	118,146	103,528	59,765	52,542
Muswellbrook to Merriwa ... ... (Opened—Muswellbrook to Denman, 26th April, 1915; Denman to Merriwa, 29th October, 1917.)	50 74¾	393,549	12,008	4,574	2,780	5,672	3,267	10,910	2,826
Barellan to Griffith ... ... (Opened 3rd July, 1916.)	32 37¼	151,623	6,328	3,569	3,325	2,604	2,522	7,293	6,930
Stockinbingal to Forbes ... ... (Opened—Stockinbingal to Caragabal, 14th August, 1916; Caragabal to Forbes, 8th April, 1918.)	89 65	507,761	14,945	8,728	8,721	10,991	7,436	12,682	12,564
Tullamore to Tottenham ... ... (Opened 17th October, 1916.)	33 62	176,386	7,362	4,218	2,780	3,858	2,969	7,722	4,855
Dunedoo to Coonabarabran .. ... (Opened—Dunedoo to Binnaway, 2nd April, 1917; Binnaway to Coonabarabran, 11th June, 1917.)	74 55	392,434	16,379	12,411	1,636	10,551	2,226	18,239	284
Wagga Wagga to Humula ... ... (Opened 14th May, 1917.)	52 18	355,052	14,819	8,143	778	5,754	1,023	17,208	1,667
Wyalong to Cargelligo ... ... (Opened 13th November, 1917.)	70 36¼	324,721	8,540	5,654	Not open	6,130	Not open	8,064	Not open
Cobar to C.S.A. Mines .. ... (Opened 7th January, 1918.)	7 4	26,756	535	346	Not open	688	Not open	193	Not open
Troy Junction to Merrygoen ... (Opened 8th April, 1918.)	59 30	318,938	3,064	1,650	Not open	1,911	Not open	2,803	Not open
	664 28¼	5,467,872	193,644	117,540	80,189	166,305	122,971	144,879	81,668
Total	2,800 17½	22,027,268	871,471	955,960	970,517	1,165,196	1,074,699	662,235	639,745

The statement shows that these lines, with an aggregate mileage of 2,800 miles 17½ chains and a capital cost of £22,027,268 or 29·35 per cent. of the total amount

amount expended on railway construction in the State, earned only £1,165,196, and, allowing for working expenses and interest charges, were operated at a loss of £662,235.

SIGNALLING, SAFETY APPLIANCES, &c.

The automatic signalling system has been extended to the section Marrickville–Tempe on the Illawarra line and Newbridge–Murrobo on the Western line, and track block working has been installed on the section Harden North to Harden South, making a total mileage of 120 miles 23 chains of double track now worked by means of track block or automatic signalling.

Interlocking work in respect of places not previously interlocked has proceeded consistently with the necessity for economy in capital expenditure, and the proportion of non-interlocked points to the total number of points in passenger lines has been reduced from 16·69 per cent. in 1917 to 15·69 per cent. at the 30th June, 1918.

Method of Working.

The following are the comparative particulars of the various systems of working in 1918 and 1917 :—

	1918.		1917.		Increase.		Decrease.	
	Mls.	chns.	Mls.	chns.	Mls.	chns.	Mls.	chns.
Double Line—								
By automatic signalling with track block working	120	23	108	54	11	49	......	
By absolute manual block system ...	478	78	487	61	......		8	63
By permissive manual block system...	5	12	6	27	......		1	15
By telephone	0	33	0	33	......		......	
	604	66	603	15	11	49	9	78
Single Line—								
By electric tablet	353	69	357	70	......		4	1
By electric train staff	1,606	15	1,369	21	236	74	......	
By train staff and ticket, with line clear reports	1,451	38	1,451	38	......		......	
By train staff and ticket, without line clear reports	686	40	677	68	8	52	......	
By train staff and one engine only ...	2	72	2	72	......		......	
	4,100	74	3,859	29	245	46	4	1

CONDITION

CONDITION OF WAY, WORKS, AND BUILDINGS.

The permanent-way, bridges, buildings, wharves, and fences have been efficiently maintained during the year.

Maintenance work, which was interrupted in the early months of the year by shortage of materials and the general strike of employees, has made good progress, necessary materials now being available from the Steel Works at Newcastle.

A length of 142 miles 15 chains of line has been wholly or partially renewed by relaying, rerailing, and resleepering, and 197 miles 54 chains of line has been reballasted, making a total length of 339 miles 69 chains either partially or completely renewed during the year. In carrying out this work 4,577 tons of rails, 324,648 sleepers, and 73,571 cubic yards of ballast were used.

BRIDGES.

The policy of replacing worn-out timber bridges with structures of steel and brick or concrete has been continued, and a length of 961 lineal feet so renewed during the year.

BUILDINGS.

The buildings throughout the system have been maintained in good order, and a large number repainted at a cost of £12,310. Additions and improvements have been effected at a cost of £7,100, charged in the working expenses of the year.

NEW WORKS.

Additional accommodation to afford adequate facilities for dealing with increase of business has been provided as follows:—New station buildings, and additions and improvements to existing buildings at Darling Harbour, North Strathfield, Bathurst, Thirroul, Tottenham, Molong, Wappinguy, and Warrimoo.

The refreshment-room accommodation has been added to and improved at Sydney, Parramatta, Milson's Point, Mount Victoria, Nyngan, Gilgandra, Yass Junction, Albury, Cowra, and Narrabri.

Additional rest-house accommodation for the staff has been provided at Moree, Muswellbrook, Eskbank, and South Grafton.

Facilities for the stacking of wheat have been provided at forty-two stations on the Southern and Western lines.

An overbridge to carry the tramway and road traffic over the railway lines at Broadmeadow has been completed; and footbridges have been erected at Eveleigh, North Strathfield, Concord West, Warrimoo, and Hexham.

Additional

Additional siding accommodation to wheat-stacking sites and for general traffic purposes has been provided at Murray's Flats, Cook's Cutting, South Goulburn, Grong Grong, Barmedman, Beckom, West Wyalong, Ardlethan, Barellan, Lockhart, Temora, Ariah Park, Finley, Berrigan, Mirrool, 98 miles 6 chains West, Spring Hill, Orange Triangle, Parkes, Troy Junction, Peak Hill, Warrimoo, and Duri.

The two roundhouses have been brought into use, and other works connected with the new locomotive depôt at Enfield have been completed.

In connection with the electric lighting of railway yards at Alexandria, Thirroul, and Werris Creek, $10\frac{1}{4}$ miles of poles and mains have been erected. Good progress has been made in the construction of the permanent power-house at Newcastle.

Work in the construction of a tunnel for electric transmission cables under Sydney Harbour from Long Nose Point to Greenwich has proceeded, a length of 494 feet from the shaft has been driven, and the installation of the A.C. pump motors is in hand.

The installation of electric capstans on the Dyke at Bullock Island has been completed, and the construction of the new sorting sidings has made good progress. The erection of a double-tier goods shed at Darling Harbour is well advanced; and extensions of existing station buildings, platforms, loading banks, additional residences for officers, trucking yards, water supplies, workshops, weighing machines, turntables, bridges, culverts, telegraph and telephone lines have been provided where required throughout the system.

DUPLICATION OF THE LINE.

Work in connection with duplications and deviations has proceeded on a reduced scale on account of the difficulty in procuring the material required, and the necessity for closely limiting capital expenditure. A total length of 2 miles and 25 chains of double or quadruple line was completed and opened to traffic during the year.

On the Southern Line satisfactory progress has been made in the deviation from Picton to Mittagong. The earthwork and tunnel work are well forward. No. 2 tunnel is practically complete, and the concreting of the side walls of No. 4 tunnel is well advanced and the brickwork commenced. Platelaying has been completed and the road partially ballasted over a length of 8 miles 20 chains on the Down line, and 2 miles 40 chains on the Up line. The earthwork of the duplication between Mittagong and Bowral is complete, and the excavation for foundations of Prince's-street subway is well in hand. The brickwork of Bowral tunnel is well advanced. The duplication of the line between Harden and Murrumburrah has been completed.

Work in connection with the deviation of the Illawarra railway line between Otford and Coalcliff has made good progress. The earthwork and tunnel-work are in a forward state, and seven piers of the Stanwell Creek viaduct are in hand. The quadruplication of the line between Sydenham and Tempe has proceeded satisfactorily, the platelaying is practically complete, and Renwick-street overbridge well advanced. Way-street overbridge has been completed.

The

The following table gives particulars of the duplication and deviation work completed during the year:—

	Date opened.	Mls.	chs.	lks.
Southern Line—				
Harden to Murrumburrah	25 May	1	50	45
Illawarra Line—				
Sydenham to Marrickville (quadruplication)	26 November	0	54	60
Total		2	25	05

Following are particulars of the duplications and deviations now in hand:—

	Mls.	chs.	lks.
Southern Line—			
Picton to Mittagong	28	40	67
Mittagong to Bowral	2	77	22
Illawarra Line—			
Sydenham to Tempe (quadruplication)	0	73	0
Otford to Coal Cliff	4	30	0
Total	36	60	89

Good progress has been made in the extension of the goods line from Rozelle Bay to Darling Island. The tunnel under Harris-street is through, and Allen-street tunnel has been driven 2½ chains on each side of the shaft. Earthwork in cuttings is well forward.

A railway line constructed for the Commonwealth Government from Liverpool to the German Concentration Camp at Holdsworthy, a distance of 5 miles, was completed and put into traffic for military purposes during the year.

SLEEPERS.

The number of sleepers used for duplications, deviations, and additional sidings is 102,749, and for renewals and maintenance purposes 324,648, making a total of 427,397 sleepers used during the year.

RAILWAY CONSTRUCTION.

Construction work on the City Electric Railway ceased on the 29th June with the completion of the Macquarie-street bridge and subways in the outer Botanical Gardens, and the restoration of the park lands.

In

In the country the construction of the following lines has been proceeded with:—

	miles.	chains.
Wauchope to Kempsey (opened to traffic 27th November, 1917)	30	52
Kempsey to Macksville	29	63
Denman to Merriwa (opened to traffic 29th October, 1917)	35	6
Wyalong to Cargelligo (opened to traffic 13th November, 1917)	70	36¼
Henty to Billabong	33	0
Forbes to Caragabal (opened to traffic 8th April, 1918)	38	52½
Troy Junction to Merrygoen (opened to traffic 8th April, 1918)	59	30
Cobar to C. S. A. Mines (opened to traffic 7th January, 1918)	7	4
Condobolin to Menindie	285	56
Broken Hill to Menindie	73	56
Matakana to Mount Hope	10	20
Tottenham to the Mines	6	44

On the section Kempsey to Macksville the earthwork, bridges, and culverts are completed, and plate-laying has reached a point 14 miles from Kempsey. Ballasting has been done for 4½ miles, the ballast being supplied from a quarry at Telegraph Point, 20 miles south of Kempsey.

About 8 miles of earthwork and a few of the smaller waterways have been completed on the section Henty to Billabong. Plate-laying has commenced and work is now in full swing.

The earthwork of the extension from Condobolin to Menindie has been completed to a point about 200 miles from Condobolin and the railhead is now at 115 miles; traffic is being carried to Roto, 100 miles from Condobolin.

From Broken Hill to Menindie the work is finished with the exception of station buildings and telegraph lines, and traffic is being carried over the whole of the section.

Work is in hand on the extension to Mount Hope, a spur line leaving the line to Broken Hill at Matakana, about 74 miles from Condobolin, and running in a northerly direction to Mount Hope copper mine and township; about one-half of the clearing and earthwork has been done.

The extensions from Tottenham to the mines consist of three short lines—one of 2 miles 50 chains in length to the Iron Duke mine, one of 3 miles 40 chains to the Caroline mine, and a third 34 chains long to the Mount Royal mine. The earthworks of these lines are approaching completion and plate-laying is in hand, second-hand materials being used.

Permanent surveys have been completed of railway lines to the Mount Royal, Caroline, and Iron Duke mines, from Matakana to Mount Hope, and for a deviation of portion of the surveyed route of the Sydenham to Botany Railway. The permanent staking has been continued, and is approaching completion, of the railway lines from

Henty to Billabong and Molong to Dubbo, and for a deviation to secure a more favourable grade on the extension from Binnaway to Werris Creek. A trial survey of the deviation of the surveyed route from Glenreagh to Dorrigo with a view to grade improvement has been completed.

Detail and land resumption surveys have been made in connection with the City and Suburban Electric Railways, and an underground and overhead feature survey and standard traverse survey completed.

ROLLING-STOCK.

New rolling-stock has been provided as under:—

	Additions to stock—	Renewals—charged to Working Expenses.	Remarks.
Locomotives—			
"NN" class passenger tender engines ...	2	...	Built at Railway Workshops, Eveleigh.
"TF" class goods tender engines	6	...	Built by Clyde Engineering Co., Ltd., N.S.W.
	8	...	
Coaching Stock—			
Second-class main line carriages	4	...	Built at Railway Workshops, Eveleigh.
Composite do do	2	...	
	6	...	
Goods and Departmental Stock—			
Open "S" wagons (four-wheel)	368	69	Built by local contractors.
Open "E" wagons (bogie)...	124	...	
Cattle vans (four-wheel)	16	...	
Covered vans (bogie) 36 tons capacity for carriage of bulk wheat	50	...	
	558	69	

The cost of additional rolling-stock charged to capital was £352,061, as compared with £506,973 in the previous year, and the amount debited to working expenses on account of replacements, renewals, and repairs of rolling-stock, was £1,188,336, as compared with £1,319,092 for the previous year.

REPAIRS OF ROLLING-STOCK.

Although the general strike of workmen which commenced on the 2nd August detrimentally affected the output of the workshops, the rolling-stock has been maintained in efficient order during the year.

LOCOMOTIVES

LOCOMOTIVES.

The following engines were rebuilt and fitted with new boilers :—

6	Passenger tender engines.
4	Passenger tank engines.
16	Goods tender engines.
2	Goods tank engines.
28	

Fifty new boilers were constructed.

Seven hundred engines were repaired in the railway workshops—488 at Eveleigh, 80 at Newcastle, 29 at Bathurst, and 103 at smaller depôts—and three engines were dealt with by the Clyde Engineering Company, Limited, at their workshops, Granville. Two hundred and forty-five of the engines underwent heavy repairs, which in seven cases would be more accurately described as conversion to up-to-date locomotives, the improvements consisting in change to the superheated steam system, and from slide valve to piston valve inside admission, and resulting in increase in the hauling efficiency of the engines with substantial reduction in their coal consumption. The remaining 458 engines received repairs of a less extensive character.

Six hundred and eighty-eight locomotive boilers were overhauled—488 at Eveleigh, 79 at Newcastle, 23 at Bathurst, and 98 at smaller depôts—of which 211 were internally examined, refilled with tubes, and replaced in locomotives.

Two passenger engines of the "NN" class were constructed in the Eveleigh shops during the year.

COACHING STOCK.

Three hundred and eighty-five passenger vehicles were heavily repaired, and 2,477 received less extensive general repairs. Two thousand two hundred and thirty-nine of the vehicles were dealt with at the Eveleigh Workshops, and 623 at Newcastle.

Four new second-class and 2 composite lavatory carriages of improved design for main line trains were constructed at the Eveleigh Workshops, and 21 suburban cars were converted into ambulance cars for the transport of wounded soldiers.

GOODS STOCK.

Repairs were effected to 18,554 goods vehicles at Eveleigh and Newcastle Shops and the Clyde Repairing Depôt during the year; 903 of the vehicles were heavily repaired.

In addition to the repair work carried out, 4 "H" cars, 7 "S" wagons, 1 bogie "D" wagon, and 1 composite brake-van were rebuilt, and 1 accident crane jib carrier was converted to a wheat flat. Four bogie "E" wagons were fitted with 6,730-gallon water-tanks constructed in the Eveleigh Workshops.

Repairs of Plant and Equipment Generally.

Thirty-eight stationary boilers were overhauled, and sixteen of them heavily repaired; seven worn-out boilers were replaced by repaired locomotive boilers. Oil engines were fitted to pumping plants at Eskbank, Wellington, and Elong Elong.

Other Additions and Improvements.

Additional machinery has been installed in the Eveleigh Locomotive Workshops as follows:—One 12½-inch lathe; 1 21-inch stroke self-acting shaping machine; 1 self-contained electric motor crane; 1 single cylinder surface grinder for new pattern shop; 1 powerful square hole drilling machine; 1 30-cwt. crane with hydraulic cylinder, for use with the vertical plate bender in boiler shop, made and erected; 1 24-inch stroke self-acting shaping machine; 2 modern self-acting planing machines for work 2 ft. x 2 ft. x 6 ft. long; 1 portable automatic key-seating machine to be operated by compressed air; 6 modern slotting machines; 1 4-inch single spindle vertical milling machine; plant for the separation of white metal from brass and copper borings constructed; 2 Root's blowers in boiler repair shop provided and erected; 1 8½ cwt. steam hammer; shafting in No. 14 shop in connection with Norton floor grinders; 2 Norton emery grinding machines; 1 size 1 Allday's patent pneumatic planishing hammer with special anvils and tools; 1 combined plate bending and straightening rolls for dealing with plates for air reservoirs for engines; 1 blacksmith's forge in boiler repair shop provided and erected; 2 double floor grinding machines; 1 self-contained electric motor crane in locomotive wheel press and tyring shop; 1 6-inch single spindle vertical milling machine; 2 moulding machines; 1 8-inch lathe; 1 16-inch shaping machine; 1 22-inch swing drill removed from Condobolin and re-erected in water supply shop; 11 squeezer machines, 2 core-squeezing machines, and 3 core-making machines for foundries.

The equipment of the carriage and wagon shops has been increased as follows:—One 1-inch x 15-inch turret lathe for dealing with metal fittings; one 1½-inch Landis Universal grinding machine; one 2-ton electric pulley block; one nibbing and slotting machine in spring shop; one 16-inch stroke slotting machine in spring shop; one hydraulic spring buckling press.

The facilities for handling and repair of rolling stock at locomotive depôts have been extended by the provision of additional modern machinery and plant at Eveleigh, Enfield, Clyde, Thirroul, Bathurst, Newcastle, Armidale, and Lismore.

Water supply arrangements have been added to and improved at Parramatta, Fish River, Mount Victoria, Elong Elong, and other places, and the gas producing plant at Junee has been enlarged.

STORES BRANCH.

The value of the stock of stores at the 30th June, 1918, as per certificate of the Comptroller of Stores (see Appendix No. III.) was £1,546,582 3s. 10d. inclusive of £165,110 1s. 10d. for Tramways, being an increase of £125,849 5s. 6d. as compared with the value of the stock on the 1st July, 1917.

RESULTS

RESULTS OF THE WORKING.

RAILWAYS.

Year ended 30th June, 1918, compared with 1917, 1907, and 1888.

Particulars.	Year ended 30th June.			
	1918.	1917.	1907.	1888.
Amount expended on construction and equipment ...	*£75,050,450	£72,006,621	£44,700,230	£27,722,748
Cost per mile open for traffic (including Workshops, Rolling Stock, &c.)	£16,039	£16,229	£12,946	£13,114
Total miles open for traffic	4,679¼	4,437	3,452¾	2,114
Average miles open for the year	4,550½	4,312½	3,427½	2,044
Earnings	£8,954,880	£8,380,085	£4,709,406	£2,295,124
Working Expenses	£5,940,417	£5,915,360	£2,499,741	£1,530,551
BALANCE ... ... (After paying Working Expenses.)	**£3,014,433**	**£2,464,725**	**£2,209,665**	**£764,573**
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	**4 2 0**	**3 10 0**	**4 19 2**	**2 17 0**
PERCENTAGE OF WORKING EXPENSES TO EARNINGS	**66·34**	**70·59**	**53·08**	**66·69**
Earnings per average mile open	£1,968	£1,943	£1,374	£1,123
Working expenses per average mile open	£1,305	£1,372	£729	£749
RETURN PER AVERAGE MILE OPEN ... (After paying Working Expenses.)	**663**	**£571**	**£645**	**£374**
	s. d.	s. d.	s. d.	s. d.
Earnings per train mile	9 10½	8 3¼	7 3½	6 10¼
Working expenses per train mile	6 6½	5 10	3 10¼	4 6¾
RETURN PER TRAIN MILE ... ... (After paying Working Expenses.)	**3 4**	**2 5¼**	**3 5**	**2 3½**
Number of passenger journeys	94,304,516	96,709,846	41,413,084	15,174,115
Goods tonnage	5,072,547	5,102,577	2,872,388	1,226,525
Coal and Coke tonnage	5,696,830	6,052,489	5,670,463	2,105,146
Live-stock tonnage	523,683	577,798	250,981	68,101
Passenger train miles—Suburban	3,389,961	3,764,689	1,858,683	Particulars not available.
Do do Country	5,568,358	6,151,264	3,266,481	
Mixed train miles	1,447,202	1,556,599	1,589,218	
Goods do	7,737,746	8,828,165	6,234,686	
Total Train miles... ...	18,143,267	20,300,717	12,949,068	6,689,313

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* Of this sum £659,930 was paid from the Consolidated Revenue and no interest is payable thereon.

Return

RETURN showing Mileage per Ton and Earnings per Ton per Mile of Goods Traffic carried during the following years:—

	COAL, COKE, AND SHALE.					FIREWOOD.				
	December.		June.			December.		June.		
	1883.	1891.	1907.	1917.	1918.	1883.	1891.	1907.	1917.	1918.
Tons carried	1,596,408	2,673,378	5,348,643	5,787,925	5,497,564	160,662	176,790	238,963	241,123	215,701
Miles carried.........	25,363,800	46,882,655	115,260,967	262,886,396	232,407,389	4,349,344	4,734,019	6,273,598	7,739,428	6,536,108
Average miles per ton.	15·88	17·53	21·55	45·42	42·27	27·07	26·77	26·25	32·10	30·29
Gross Earnings... £	85,820	148,299	267,014	524,057	593,810	18,601	21,709	20,236	27,581	29,557
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Earnings per ton per mile.	0·81	0·76	0·56	0·48	0·61	1·03	1·10	0·77	0·86	1·09

	GRAIN AND FLOUR.					HAY, STRAW, AND CHAFF.				
	December.		June.			December.		June.		
	1883.	1891.	1907.	1917.	1918.	1883.	1891.	1907.	1917.	1918.
Tons carried	65,736	198,491	569,302	1,327,067	1,398,994	35,119	64,967	174,142	344,639	341,720
Miles carried.........	7,756,369	22,130,334	137,776,777	326,896,522	263,643,668	2,712,396	10,024,149	35,205,182	78,330,561	75,953,324
Average miles per ton.	117·99	111·49	242·01	246·33	188·45	77·23	154·29	202·16	227·28	222·27
Gross Earnings... £	26,493	61,521	219,699	595,953	443,028	11,739	19,797	55,373	120,023	139,256
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Earnings per ton per mile.	0·82	0·66	0·38	0·44	0·40	1·04	0·46	0·38	0·37	0·44

	WOOL.					LIVE STOCK.				
	December.		June.			December.		June.		
	1883.	1891.	1907.	1917.	1918.	1883.	1891.	1907.	1917.	1918.
Tons carried	63,887	111,797	131,292	117,762	120,612	68,059	128,211	250,981	577,798	523,683
Miles carried.........	15,184,040	30,282,222	37,483,100	34,620,007	35,960,230	13,224,154	34,650,831	66,060,315	141,535,676	132,343,125
Average miles per ton.	237·67	270·86	285·49	293·98	298·15	194·30	270·26	263·21	244·96	252·71
Gross Earnings... £	140,791	314,151	315,631	290,363	325,093	151,557	267,661	460,806	639,896	706,188
	d.	d.	d.	d.	d.	d.	d.	d.	d.	d.
Earnings per ton per mile.	2·23	2·49	2·02	2·01	2·17	2·75	1·85	1·67	1·09	1·28

	General Merchandise, including all other goods.				
	December.		June.		
	1883.	1891.	1907.	1917.	1918.
Tons carried	682,067	1,008,599	1,758,689	3,071,986	2,995,520
Miles carried	67,991,304	92,087,454	166,648,834	234,476,456	297,593,534
Average miles per ton	99·68	91·30	94·76	92·60	99·35
Gross Earnings............£	693,740	806,382	1,177,279	1,738,706	1,814,723
	d.	d.	d.	d.	d.
Earnings per ton per mile............	2·45	2·10	1·70	1·47	1·46

The above earnings are exclusive of terminal charges.

Summary of Ton Mileage for the Year ended 30th June, 1918.

Description.	Total Tons Carried.	Total Miles Carried.	Average Miles per Ton.	Earnings, exclusive of Terminal Charges.	Earnings per Ton per Mile.	Percentage of each Class to Total Weight.
	tons.	miles.	miles.	£	d.	per cent.
Coal, Coke, and Shale	5,497,564	232,407,386	42·27	593,810	0·61	49·56
Minerals (other than Coal, Coke, and Shale, and Crude Ores).	621,824	41,562,674	66·84	98,359	0·57	5·60
Crude Ores	210,178	23,695,801	112·74	56,652	0·57	1·89
Miscellaneous	696,287	68,078,457	97·77	213,575	0·75	6·28
Firewood...	215,701	6,536,108	30·29	29,557	1·09	1·94
Fruit	101,846	16,033,848	157·43	78,804	1·18	0·92
Grain, Flour, &c. (Up Journey)...	1,398,994	263,643,668	188·45	443,028	0·40	12·61
Hay, Straw, and Chaff	341,720	75,953,324	222·27	139,256	0·44	3·08
Frozen Meat	37,214	7,376,122	198·20	37,686	1·23	0·34
A Class	638,439	57,369,813	89·86	281,712	1·18	5·75
B „	309,937	36,391,706	117·41	279,587	1·84	2·79
C „	27,657	1,581,095	57·16	19,288	2·93	0·25
1st „	153,730	14,008,243	91·12	187,858	3·22	1·39
2nd „	198,408	31,495,775	158·74	561,202	4·28	1·79
Wool	120,612	35,960,230	298·15	325,093	2·17	1·09
Live Stock	523,683	132,343,125	252·71	706,188	1·28	4·72
Total	11,093,794	1,044,437,375	94·14	4,051,655	0·93	100·00

This statement does not include 199·266 tons of coal, on which only shunting and haulage charges are collected; nor does it include £63,292 for haulage, tonnage dues, &c.

Miscellaneous traffic consists of timber, bark, bricks, drain-pipes, in 6-ton lots, and cement in full truck loads, agricultural and vegetable seeds in 5-ton lots, and traffic of a similar nature.

A and B classes consist of lime, vegetables, tobacco leaf, caustic soda and potash, copper ingots, fat and tallow water and mining plant, 6-ton lots; leather, 1 and 3-ton lots; agricultural implements in 5-ton lots; and other traffic of a similar nature.

Summary of the Mileage of Suburban Passengers on All Lines during the Year ended 30th June, 1918.

Description.		First Class.	Second Class.	Total.
Number of Ordinary Passengers	No.	5,590,544	27,703,655	33,294,199
Number of Season Ticket Holders' Journeys	„	9,178,260	20,025,600	29,203,860
Number of Workmen's Journeys	„	....	22,252,644	22,252,644
Total Number of Passenger Journeys	„	14,768,804	69,981,899	84,750,703
Number of Miles Travelled	Miles	106,355,818	509,514,356	615,870,174
Average Mileage per Passenger	„	7·20	7·28	7·27
Amount Received from Passengers..................................	£	251,068	849,081	1,100,149
Average Receipts per Passenger per Mile.........................	d.	0·57	0·40	0·43

Suburban Lines include distances within 34 miles of Sydney and Newcastle, including Richmond Line.

Summary of the Mileage of Country Passengers on All Lines during the Year ended 30th June, 1918.

Description.		First Class.	Second Class.	Total.
Number of Passengers..	No.	2,392,466	7,161,347	9,553,813
Number of Miles Travelled	„	314,198,162	454,697,506	768,895,668
Average Mileage per Passenger..	Miles	131·32	63·49	80·48
Amount Received from Passengers	£	1,097,810	1,275,381	2,373,191
Average receipt per Passenger per Mile	d.	0·84	0·67	0·74

TRAMWAYS.

DURING the year the following extensions were opened for traffic:—

Date Opened.		miles.	chains.	links.	track.
Aug. 6 ...	Darling-street, Balmain, to Wharf-road, Snail's Bay ...	0	49	0	Single.
Oct. 27 ...	Taronga Park to Zoological Gardens Wharf	0	60	75	,,

The number of miles of line open on the 30th June last was 225¼ (see Appendix XXX).

The total capital expenditure on lines open for traffic on the 30th June, 1918, was £8,470,091 (see Appendix XXXI).

The expenditure charged to Capital Account during the year amounted to £160,462 (see Appendix XXXII).

The total earnings amounted to £1,992,641, as compared with £2,008,539 last year, being a decrease of £15,898, or 0·80 per cent. It is estimated that the loss of revenue due to the strike amounted to £150,000.

The working expenses amounted to £1,603,260, as compared with £1,691,367 for the previous year, or a decrease of £88,107.

The strike of employees in the early part of the financial year had the effect of reducing working expenses, while on the other hand the expenditure was increased by the following charges not within the control of the administration:—

	£
Increase in wages due to Wages Boards' awards coming into operation during the year, or operative for portion only of the previous year	29,828
Automatic increases due to earlier awards, and to advances in pay approved by the Commissioners to equalize conditions created by Wages Boards' awards ...	11,597
Additional cost incurred in giving effect to the provisions of the Government Railways (Amendment) Act, 1916, for one week's leave on full pay to staff for each year of service, and one month's leave on full pay after twenty years' service, and for payment of full accident pay	11,126
Increased cost of coal	8,775
Increased cost of other materials than coal	30,522
Increased payments as difference in pay of the staff enlisted for service with the Expeditionary Forces...	3,012
Total	£94,860

There is an increase of £13,185 in the interest bill, of which the sum of £6,722 is due to the higher average rate of interest paid on the State debt for the year.

The percentage of expenditure to earnings is 80·46 per cent., as compared with 84·21 per cent. last year.

INCREASED

INCREASED TRAMWAY FARES.

Increased fares operating on the City and Suburban lines from the 8th August, 1917, produced additional revenue amounting to £90,000, and a further sum of £3,700 was obtained from increases in fares on the Broken Hill and Maitland lines in force during a portion of the previous year, making a total of £93,700 of additional revenue derived from increase of tramway fares. It is estimated that the higher fares now operative will yield £100,000 in revenue for the year ending 30th June, 1919, but this sum will be exceeded by the additional expenditure to be met in increased wages and interest charges and higher purchase cost of materials for the maintenance and working of the tramway system.

ACCOMMODATION FOR TRAFFIC AND CONDITION OF THE LINES AND ROLLING-STOCK.

The permanent way, works, buildings, rolling stock, machinery, and plant have been maintained in good working order.

A length of 6 miles 56 chains of track has been relaid, 1 mile 58 chains of track has been duplicated, and a number of curves and junctions renewed, and connections have been laid in at Moore Park and other places to facilitate the working of the traffic.

In connection with the new depôt for permanent way materials at Wolli Creek, between Tempe and Arncliffe, the removal of the workshops from the old depôt at Erskineville has been carried out; two tar-mixing machines have been installed, and the capacity of the tar distilling plant doubled, and provision has been made for the manufacture of disinfectants.

At Randwick Workshops a smoke stack has been erected, and the construction of coal and ash hoppers taken in hand, with a view to minimising the emission of smoke from the various shops. Fire extinguishing appliances have been installed in the offices connected with the Ultimo Power-house, and additional car storage accommodation has been provided at the North Sydney depôt.

In the maintenance of the track a total quantity of 57,312 tons of metal was used, and 80,296 square yards of wood-paved track and 45,454 square yards of macadamised track were top-dressed with tar. A length of 6 miles of track has been treated with the carborundum rail-grinder for corrugation; and 718 joints and 26,220 lineal feet of corrugated track similarly treated by the Woods-Gilbert rail-planing machine.

At the Wolli Creek tar distillery, 321,078 gallons of tar were treated, producing 281,334 gallons of distilled tar and 28,960 gallons of tar oils. The manufacture of disinfectant for use by the Department has been undertaken, and 8,393 gallons produced during the year.

ROLLING-STOCK.

Six hundred and sixty electric cars have been overhauled during the year, 163 of them repainted, and 336 partially repainted and varnished. Two hundred and eighty electric car trucks underwent overhaul and general repairs. One thousand seven hundred and seventy-seven armatures have been re-wound, and minor repairs effected to a large number of others.

Thirty-one steam motors have received general overhaul, 165 have had repairs of a less extensive nature, and 37 have been re-painted or varnished.

Seventy-three steam cars have been overhauled, repaired, and re-painted or varnished.

Fourteen road motor vehicles have been overhauled, of which 8 were re-painted or varnished.

ULTIMO POWER-HOUSE.

One 120 kilowatt 50-cycle Bellis engine generating set has been transferred from Bullock Island and installed for supplying electric energy for lighting and signalling purposes on the Suburban Railway lines.

NEW POWER-HOUSE, WHITE BAY.

The coal and ash handling equipment has been completed, and the whole station put into permanent operation with very satisfactory results.

The electric current output from the Ultimo and White Bay power houses for the year amounted to 83,224,507 kilowatt-hours, of which the alternating current gave 83,053,567 kilowatt-hours, and the direct current 170,940 kilowatt-hours. The total output was 11,101,692 kilowatt-hours less than that of the year ended 30th June, 1917, the decrease being due to the interruption of tramway traffic by the strike in the early part of the year.

SUB-STATIONS.

A new sub-station equipped with a 200 kilowatt converter, transferred from Narrabeen sub-station, has been put into service at Rockdale for the supply of electric energy to the Brighton-le-Sands Tramway.

OVERHEAD CONSTRUCTION AND FEEDER SYSTEM.

The overhead system generally has been efficiently maintained during the year. On the city lines 3½ miles of low tension feeder cable has been erected overhead and 1¼ miles laid underground. One half mile of low tension cable has been erected overhead on the North Sydney lines. Seven miles of trolley wire has been renewed on the city lines.

Five and one half miles of 6,000-volt high tension transmission cable has been erected overhead between Newtown and Rockdale, and 1 mile to connect in the Abbotsford sub-station to the White Bay-Ashfield line. Seven and a half miles of 2,300-volt high tension transmission cable has been erected overhead, and 1½ miles in boxing, in connection with the supply of electric current for railway signalling and station lighting.

TRAMWAY CONSTRUCTION.

Extensions of tramways from Darling-street, Balmain, to Wharf-road, Snail's Bay, and from Taronga Park to Zoological Gardens Wharf were completed and put into traffic during the year. The permanent survey was completed for an extension of tramway line from the Steelworks to Port Waratah, and trial surveys were carried out from Narrabeen to Pittwater and to Maroubra Bay and Balmoral Beach.

RESULTS OF THE WORKING.

TRAMWAYS—ALL LINES.

Year ended 30th June, 1918, compared with 1917, 1907, and 1888.

Particulars.	Year ended 30 June—			
	1918.	1917.	1907.	1888.
Amount expended on construction and equipment ...	*£8,470,091	£8,309,629	£3,669,524	£877,244
Cost per mile open (including Workshops and Rolling-stock)	£37,586	£37,099	28,518	£22,786
Total miles open for traffic	225¼	224	128¾	38¼
Average miles open for the year	225	222¾	127¼	38
Earnings	£1,992,641	£2,008,539	£908,701	£236,519
Working expenses	£1,603,260	£1,691,367	£727,947	£219,196
BALANCE (After paying Working Expenses) ...	**£389,381**	**£317,172**	**£180,754**	**£17,323**
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
PERCENTAGE OF PROFIT TO CAPITAL INVESTED	**4 12 9**	**3 17 0**	**4 18 8**	**1 19 7**
PERCENTAGE OF WORKING EXPENSES TO EARNINGS	**80·46**	**84·21**	**80·11**	**92·67**
Earnings per average mile open	£8,854	£9,018	£7,141	£6,224
Working expenses per average mile open	£7,124	£7,594	£5,721	£5,768
RETURN PER AVERAGE MILE OPEN (After paying Working Expenses)	**£1,730**	**£1,424**	**£1,420**	**£456**
	s. d.	s. d.	s. d.	
Earnings per tram mile	1 10	1 7	1 1	3/4¾
Working expenses per tram mile	1 5¾	1 4	10½	3/1¾
				d.
RETURN PER TRAM MILE (After paying Working Expenses)	**4¼**	**3**	**2½**	**3**
Number of passengers carried	255,740,808	295,303,714	155,017,982	Not obtainable.
Tram mileage...	21,762,244	25,361,992	16,620,434	1,388,786

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* £47,455 of this sum was paid from the Consolidated Revenue, and no interest is payable thereon.

Further information regarding the working of the various sections will be found as an Appendix, pages 68 to 71.

RAILWAYS AND TRAMWAYS.

The staff on the books at the 30th June, 1918, not including officers and men employed in railway and tramway construction, numbered 43,195, of whom 5,483 were serving with the Expeditionary Forces, the average throughout the year being 41,733, viz.:—Railways, 33,005; Tramways, 8,728, as compared with 37,394 and 9,771, respectively, for the previous year, or a decrease in the total number of 5,432. The number of staff employed in railway and tramway construction was 942, of whom 74 were serving with the Expeditionary Forces.

The value of the concessions and advances made to the whole of the staff, whether engaged on Capital or Working Expenses Account, represents a cost at the rate of £216,330 per annum, in which the wages staff will participate to the extent of £162,418 per annum. The details are as under:—

	Per annum. £
Classification advances	95,055
Advances in pay and improved conditions under awards of Wages Boards constituted under the Industrial Arbitration Act, 1912	72,614
Advances in pay granted in consequence of Section 25 of the Industrial Arbitration Act, 1912	4,367
Promotions from lower to higher grades, and other increases in pay approved by the Commissioners ...	44,294
Total	£216,330

THE STAFF AND THE WAR.

During the year 733 members of the staff, 116 salaried officers and 617 wages men, enlisted for military service abroad, making a total number of 8,221 Railway and Tramway employees who have volunteered and been accepted for active service with the Expeditionary Forces up to the 30th June, 1918. Eight hundred and ninety of these soldiers have met a glorious death on the battlefield or have died of wounds or illness, and at the date of latest advice from the front, 23 were missing and 58 were prisoners of war. The number actually serving with the forces at the close of the year was 5,557—767 salaried officers, and 4,790 employees of the wages staff.

Payments amounting to £138,579 were made as difference between their military service pay and their pay whilst in the employ of the Department, to dependents of soldiers serving with the forces, to men discharged as medically unfit for further military service, and to the legal representatives of deceased men. The difference in pay accumulated to the credit of single men without dependents has reached the sum of £249,725.

A "Roll of Honour" is appended giving the names of Railway and Tramway men who have laid down their lives in defence of the Empire.

STRIKE

STRIKE OF RAILWAY AND TRAMWAY EMPLOYEES.

We regret that we have to record a strike of Railway and Tramway employees of more serious magnitude than any previously occurring in the State. On the 1st August last an ultimatum was presented by representatives of the Labour Council to the Commissioners intimating that if a card system recording work done in the Workshops at Randwick and in the Carriage Shops at Eveleigh was not immediately withdrawn, all Railway and Tramway employees concerned would cease work on the morning of the 2nd August. As there was no justification for the withdrawal of a system which, while operating to the advantage of the Department, could not detrimentally affect any honest employee, the Commissioners could not accede to the demand made, and a considerable section of the employees did actually cease work on the date mentioned. Many, however, remained loyal, and, with the assistance of members of the public, both male and female, generously and voluntarily tendered, Railway and Tramway Services were maintained and improved from day to day.

The strike terminated by agreement with the Government on the 8th September, 1917.

AMBULANCE WORK.

During the year the interest of the staff in the ambulance movement has been fully sustained. The strength of the corps has been increased to 10,207 members, and instruction classes held at various centres of the Railway and Tramway systems have been well attended. Efficiency in ambulance work has been maintained, and the Commissioners continue to receive gratifying accounts of the good service in first aid rendered by members of the Railway and Tramway Ambulance Corps both at home and on the battlefield abroad.

GOVERNMENT RAILWAYS SUPERANNUATION ACCOUNT.

The contributors to the above Account at 30th June numbered	34,958		
Number of employees retired from active service and placed on pension during the year	290		
Total number of pensioners on Fund at 30th June, 1918 ...	1,583		
	£	s.	d.
Paid in pension allowances during the year	102,538	2	1
Paid in pension allowances since inception of Fund on 1st October, 1910	447,578	14	8
Subsidy from Consolidated Revenue to 30th June, 1918 ...	37,000	0	0
Cash Balance at 30th June, 1918	11,237	3	1

We append illustrations of rolling-stock and machinery and plant constructed and in use, and other important works in connection with the Railway and Tramway systems.

OBITUARY

OBITUARY.

We have to report, with deep regret, the death on the 23rd August, 1917, of Mr. Edmund Milne, Deputy Chief Railway Commissioner. Mr. Milne was appointed Assistant Commissioner of Tramways on the 11th August, 1915, and Deputy Chief Railway Commissioner from the commencement of the Government Railways (Amendment) Act on 1st January, 1917.

We have the honor to be,
Sir,
Your most obedient Servants,

Chief Railway Commissioner.

J.H. Cann

Assistant Railway Commissioner.

H. Fox

Assistant Railway Commissioner.

New South Wales Government Railways and Tramways.

Roll of Honour.

Railway and Tramway Employees who have fallen in Defence of the Empire.

Name.	Branch of Railways or Tramways.	Military Unit.
RAILWAYS—		
Bridges, James C.	Traffic	3rd Battalion.
King, William	do	13th do
O'Donnell, Ewart S.	do	2nd do
Gammone, Henry W.	do	4th do
Grieves, Herbert G.	do	1st do
Selmon, Leonard	do	9th do
Higginson, Ernest E.	do	2nd do
Bourne, Henry C.	do	2nd do
Pratt, Frederick C.	do	3rd do
Evans, William R.	do	2nd do (3rd Reinforcements)
Fitzgerald, Edgar L.	do	4th do
Berriman, Joseph W.	do	13th do
Johnston, Victor R.	do	3rd do
Weaver, Horace K.	do	Railway Supply Detachment (11th Army Service Corps)
McLeod, Angus	do	Seaforth Highlanders (Imperial Reservist)
Page, Thomas A.	do	3rd Battalion.
Goodwin, George V.	do	3rd do
Hughes, George T.	do	2nd do
Whitford, Alexander	do	1st do (5th Reinforcements)
Walford, Norman A.	do	2nd do
McLeod, James K.	do	13th do
Dean, Alexander V.	do	3rd do Army Medical Corps
Edge, James	do	13th do (6th Reinforcements)
Jennings, John E.	do	4th do
Edge, Randolf D.	do	18th do
Boughton, John	do	19th do
Edwards, Arthur L. S.	do	2nd do
Conville, Thomas	do	2nd do
Boswell, Stephen A.	do	17th do
Page, Stanley	do	17th do
Harvey, John	do	2nd do (4th Reinforcements)
Clark, Alexander C.	do	4th do
Davis, Richard J.	do	1st do
Godfrey, George N.	do	4th do (4th Reinforcements)
Williamson, William W.	do	18th do
Clarke, Joseph	do	17th do (3rd Reinforcements)
Cameron, Harold	do	20th do (4th Reinforcements)
Argall, Herbert H.	do	19th do (5th Reinforcements)
Page, Stephen	do	5th Brigade Machine Gun Company
Stoker, Cecil John	do	13th Battalion.
Towne, Harold V.	do	54th do
Bagge, Robert N.	do	55th do
Bishop, William H.	do	54th do
Gilmore, James E.	do	53rd do
Ferguson, Thomas	do	54th do
Lindsay, Dugald	do	4th do (4th Reinforcements)
Love, William	do	30th do
Mayer, Henry	do	3rd do
Pritchard, Herbert E.	do	30th do (3rd Reinforcements)

Railway and Tramway Employees who have fallen in Defence of the Empire—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
RAILWAYS—*continued.*		
Hush, Austin S. ...	Traffic	55th Battalion.
Bailey, William C. ...	do	45th do
Harris, William H. ...	do	2nd do (12th Reinforcements)
Minnis, John A. ...	do	1st Field Ambulance.
Smith, Stuart R. ...	do	3rd Australian Light Horse. (11th Reinforcements)
Williams, Alfred E. ...	do	30th Battalion. (3rd Reinforcements)
Taylor, Albert	do	55th do
Duckworth, Alexander ..	do	1st do (12th Reinforcements)
Carter, David W. ...	do	1st do
Butters, Alfred F. ...	do	19th do (6th Reinforcements)
Adshead, William ...	do	17th do (8th Reinforcements)
McLean, Donald W. ...	do	4th do (12th Reinforcements)
Andrews, Charles A. ...	do	1st do (16th Reinforcements)
Hodgson, Walter	do	19th do (9th Reinforcements)
Anderson, William H. ...	do	45th do
Hesketh, Leonard W. ...	do	1st do (9th Reinforcements)
McSparron, Archibald...	do	18th do
Wailes, Herbert C. ...	do	19th do
Forrest, Thomas S. ...	do	2nd do
Quinn, William J. P. ...	do	5th Machine Gun Company.
Arthurson, Donald ...	do	54th Battalion.
Williams, George N. ...	do	35th do
Murphy, William A. ...	do	13th do (16th Reinforcements)
Schmutter, Clifford V. ...	do	3rd do (14th Reinforcements)
Smith, Arthur L. ...	do	1st Field Ambulance.
Lake, Thomas J. ...	do	17th Battalion.
McGrath, Vivian ...	do	18th do (9th Reinforcements)
Earls, John A.	do	4th do
Robinson, William R. ...	do	20th do (2nd Reinforcements)
Brady, Frederick G. ...	do	20th do (9th Reinforcements)
Fleming, Arthur R. ...	do	1st Field Ambulance.
Arnold, Arthur R. ...	do	56th Battalion.
Bell, John H. E. ..	do	26th do (4th Reinforcements)
McNeill, Henry P. ...	do	4th do (13th Reinforcements)
Stalgis, George F. ...	do	14th Machine Gun Company.
Merrick, Percy R. ...	do	19th Battalion (7th Reinforcements)
Howard, John	do	19th do
King, George	do	20th do
Moffitt, James A. ...	do	2nd do
Murrin, William J. ...	do	13th Field Artillery Brigade.
Claydon, Felton H. ...	do	49th Battalion.
Brinkman, Vincent E. ...	do	18th do (2nd Reinforcements)
Avard, Allan H. ...	do	35th do (2nd Reinforcements)
Toone, William J. ...	do	55th do (3rd Reinforcements)
Bruce, George H. ...	do	13th do (8th Reinforcements)
Butler, Thomas P. ..	do	55th do
Keen, Richard H. ...	do	30th do (6th Reinforcements)
Robinson, Horace F. ...	do	30th do
Jamieson, William A. ...	do	31st do (3rd Reinforcements)
Bromley, Albert C. ...	do	53rd do
McCracken, John ...	do	2nd do (14th Reinforcements)
Noud, Roy R.	do	54th do (6th Reinforcements)
Richards, Leslie ...	do	53rd do (4th Reinforcements)
Smythe, William A. ...	do	4th do
Clark, William T. ...	do	19th do
Twiss, John E. ...	do	19th do (6th Reinforcements)
Dixon, Bertrand J. ...	do	35th do (1st Reinforcements)
Trotter, Joseph H. ...	do	20th do
West, Claud Bertie ...	do	1st do
Todd, Sydney C. ...	do	1st do (9th Reinforcements)
Moylan, Cecil J. ...	do	9th do (12th Reinforcements)
Jamieson, William G. ...	do	18th do (6th Reinforcements)
Cawe, Edward	do	20th do (5th Reinforcements)
Jones, George	do	13th do
Kennedy, Joseph K. ...	do	1st Australian Field Artillery.
Burns, George E. ...	do	3rd Battalion.

Railway and Tramway Employees who have fallen in Defence of the Empire—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
RAILWAYS—*continued.*		
Gannon, William	Traffic	2nd General Hospital.
Bladin, Henry W.	do	1st Field Ambulance.
Cato, Reginald J.	do	56th Battalion (5th Reinforcements)
Fenton, Rowland	do	18th do (13th Reinforcements)
Davidson, George R.	do	3rd do
Lucas, Arthur T.	do	45th do
Pearson, Sidney W.	do	20th do (14th Reinforcements)
Lewis, Arthur	do	4th Field Artillery Brigade.
Ayre, John	do	Light Trench Mortar Battery.
Coleman, Eric	do	1st Battalion.
Sullivan, Reginald W.	do	2nd do (19th Reinforcements)
Elms, Joseph W.	do	20th do
Gow, James R.	do	54th do
Mitchell, George P.	do	53rd do
Hunt, Arnold L.	do	5th Field Ambulance
Harvey, Bertie C.	do	2nd Battalion
Wastney, Nolan D.	do	1st do (12th Reinforcements)
Hanna, William B.	do	26th do (11th Reinforcements)
Castle, Harold	do	54th do (4th Reinforcements)
Barrack, Roy G.	do	53rd do
M'Kay, Archibald J.	do	1st do (15th Reinforcements)
Ross, Ivo Edwin	do	1st Field Artillery Brigade
Maher, Thomas P.	do	1st Battalion (15th Reinforcements)
Moran, John	do	53rd do
Cuthbert, Albert E.	do	18th do
Evans, William F.	do	1st do (15th Reinforcements)
M'Donald, Lionel	do	2nd do (10th Reinforcements)
Jennings, William C.	do	53rd do
Campbell, Charles D.	do	14th Field Ambulance
Northey, Alfred L.	do	20th Battalion (4th Reinforcements)
Redman, Harold	do	5th Field Ambulance (6th Reinforcements)
Moore, Christopher	do	1st Battalion (16th Reinforcements)
Gannon, John H.	do	17th do (12th Reinforcements)
Carlow, Jack M.	do	17th do (14th Reinforcements)
Burns, James A.	do	Mining Corps (1st Reinforcements)
Lindsay, Alexander	do	14th Field Ambulance
Richards, George I.	do	5th Light Trench Mortar Battery
Menzies, Cecil W.	do	2nd Battalion (21st Reinforcements)
Shaw, Ralph	do	1st do (23rd Reinforcements)
Hamilton, Gordon	do	14th Field Artillery Brigade
Spriggs, Ernest W.	do	46th Battalion
Dobson, William	do	55th do
Treleaven, Leslie T.	do	30th do (10th Reinforcements)
Harvey, Thomas	do	2nd do
Burt, William H.	do	34th do
Pardey, Leslie J.	do	55th do
Weismantle, Clarence	do	35th do
Williams, Lloyd E.	do	55th do (2nd Reinforcements)
Sheran, Francis J. C.	do	4th do (7th Reinforcements)
Foxford, William	do	35th do
MacDouall, Frederick J.	do	56th do
Crook, Samuel R.	do	9th Field Ambulance
Jarrett, Thomas J.	do	3rd Battalion
Morris, Edgar A.	do	20th do (12th Reinforcements)
Jones, Stephen R.	do	20th do
Clarkson, William	do	5th Field Artillery Brigade.
Barrett, Alfred	do	2nd Battalion (19th Reinforcements)
Jeffery, Henry E.	do	4th do (20th Reinforcements)
Lansdown, Rufus C.	do	20th do
Ambler, Walter C. C.	do	19th do (5th Reinforcements)
Bourke, Francis R.	do	17th do (2nd Reinforcements)
Heavens, George	do	19th do (11th Reinforcements)
Reid, Albert	do	12th Field Ambulance.
Charlton, Alfred J.	do	36th Battalion.

Railway and Tramway Employees who have fallen in Defence of the Empire—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
RAILWAYS—*continued.*		
M'Kenzie, George T.	Traffic	18th Battalion (9th Reinforcements)
Burke, Benjamin	do	34th do
Shields, Albert C.	do	20th do
O'Keefe, Cornelius	do	4th do
Mahoney, Vincent C.	do	Machine Gun Section.
Sewell, Callis	do	19th Battalion.
Colgan, James F.	do	20th do
Perkins, John A. T.	do	30th do
Hinton, Ernest H.	do	1st do
Gullickson, Robert	do	14th do
Hanna, Samuel J.	do	35th do
Betts, Harold H.	do	36th do
M'Leod, William A.	do	2nd Australian Trench Mortar Battery
Knight, Wilfred V.	Locomotive	1st Battalion.
Bird, Edward C.	do	2nd do
Grieve, John	do	13th do
Cumberland, Joseph	do	2nd do
Ferris, William T. C.	do	1st do (2nd Reinforcements)
Heron, John	do	3rd do (1st Reinforcements)
Davis, Gordon	do	13th do
Carnell, Arthur J.	do	3rd do
Golden, Thomas	do	13th do
Horan, Richard J.	do	1st do
Murray, Charles	do	3rd do
Hollands, Thomas C.	do	4th do
Ussher, Robert D.	do	4th do
Dobinson, Patrick	do	4th do (2nd Reinforcements)
Syme, John W.	do	4th do
Campbell, Arthur J.	do	2nd do
Bourke, John J.	do	1st Australian Light Horse.
Tallentire, Albert W.	do	2nd Australian Light Horse.
Howarth, Henry J.	do	1st Battalion.
Bulmer, Robert H.	do	3rd do
Tamsett, James A.	do	4th do
Mark, Clarence R.	do	4th do
Paul, Lawrence	do	4th do
Lakey, Ernest T.	do	3rd do (4th Reinforcements)
Horan, Charles T.	do	3rd do
Pert, Alexander H.	do	19th do
Kewley, Charles W.	do	1st Field Engineers.
Hamilton, Leslie	do	3rd Battalion.
Nelmes, Arthur R.	do	18th do
Compton, Reginald C.	do	19th do
Buckley, Sidney J.	do	19th do
Shiells, David	do	13th do
Musgrove, Randolph	do	6th Australian Light Horse.
Williams, Frederick A.	do	1st Field Artillery.
Dunphy, Cecil A.	do	3rd Battalion (8th Reinforcements)
Lawrence, Jack W.	do	6th Australian Light Horse (7th Reinforcements)
Reis, Robert	do	20th Battalion.
Meade, Arthur S.	do	1st do (3rd Reinforcements)
Palin, Archibald E.	do	13th do
Swann, Frank M.	do	1st do
Priest, Arthur J.	do	1st Field Engineers (12th Reinforcements)
Boon, John R.	do	1st Battalion.
Sullivan, Thomas J.	do	2nd do
Avery, Harold McL.	do	15th do
Scott, Harold	do	13th do
Ross, Charles H.	do	13th do (3rd Reinforcements)
O'Malley, Clive	do	2nd do
Flatman, George W.	do	5th Machine Gun Company.
Antrobus, Ernest	do	13th Battalion.
Wallen, John J.	do	13th do
Watson, Albert F.	do	38th Field Artillery.
Bunn, George	do	4th Battalion.

Railway and Tramway Employees who have fallen in Defence of the Empire—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
RAILWAYS—*continued.*		
Sparks, Edward ...	Locomotive	20th Battalion
Woodworth, Wilfred ...	do	2nd do
Dowling, Eric	do	17th Battalion (6th Reinforcements)
Belford, Eldred J. ...	do	1st do (11th Reinforcements)
Jenkins, Thomas W. ...	do	17th do
Sykes, Robert P. ...	do	3rd do
Presgrave, Arthur G. ...	do	2nd do (10th Reinforcements)
O'Brien, Thomas F. ...	do	55th do
Sturgeon, William ...	do	56th do
Howard, Eric J. ...	do	1st Pioneer Battalion
Carlin, Harry	do	2nd Battalion.
Halpin, Thomas F. ...	do	3rd do (14th Reinforcements)
Nicolson, Robert L. ...	do	13th do
Leeke, Arthur F. ...	do	1st do
Jagoe, John	do	1st do
Hood, William R. ...	do	54th do
Stormont, Fulke G. Le Poer.	do	55th do (5th Reinforcements)
Mitchell, Henry G. ...	do	35th do
Sutherland, Donald ...	do	19th do (12th Reinforcements)
Pickering, Stephen ...	do	53rd do
Enright, James E. ...	do	1st Field Company Engineers (7th Reinforcements)
Stevens, William D. ...	do	19th Battalion (3rd Reinforcements)
Watson, James	do	1st do (16th Reinforcements)
Steenson, Geoffrey ...	do	13th do (6th Reinforcements)
Dixon, William I. ...	do	4th do
Cottle, Archibald P. ...	do	2nd do
Lee, Albert	do	1st do
Waters, George Edgar...	do	53rd do (11th Reinforcements)
Guyot, Claude W. E. ...	do	3rd do (12th Reinforcements)
Harris, George	do	30th do
Kinkade, Ernest J. ...	do	7th Australian Light Horse (19th Reinforcements)
Reid, Mersey A. ...	do	17th Battalion (7th Reinforcements)
Bryden, John A. ...	do	30th do
Ashton, Harold ...	do	3rd do (13th Reinforcements)
Armitage, Walter L. ...	do	3rd do (3rd Reinforcements)
Harrington, Michael J...	do	17th do (4th Reinforcements)
Harrison, Thomas ...	do	4th do (7th Reinforcements)
Mitchell, Thomas ...	do	17th do (9th Reinforcements)
McDonald, Francis ...	do	1st do (14th Reinforcements)
McColgan, George C. ...	do	2nd do
Eather, John	do	3rd do
Buckley, Thomas A. ...	do	2nd do (12th Reinforcements)
Wright, Thomas A. R....	do	1st do
Charnock, Thomas J. ...	do	15th do (11th Reinforcements)
Hurley, George... ...	do	20th do (7th Reinforcements)
Davies, Archibald N. ...	do	2nd do
Cairns, Arthur T. ...	do	13th do (12th Reinforcements)
Silva, Manuel A. ...	do	1st Field Ambulance (16th Reinforcements)
Dooley, John T. ...	do	3rd Battalion
Trueland, John M. ...	do	17th do (9th Reinforcements)
Walsh, Stanley N. ...	do	3rd do (11th Reinforcements)
Dever, Walter	do	3rd do (12th Reinforcements)
Morgan, Edward G.......	do	7th Field Company Engineers (4th Reinforcements)
Webb, Arthur	do	1st Battalion (16th Reinforcements)
Joyce, Peter	do	53rd do
McCauch, Peter ...	do	56th do
Cooper, Frank R. ...	do	36th do (5th Reinforcements)
Smith, Edwin	do	2nd do (21st Reinforcements)
Wallace, Allen L. ...	do	1st do
Jackson, William V. ...	do	45th do
Chatterton, Charles W...	do	18th do (12th Reinforcements)
Kelso, Cyril	do	1st Field Artillery (13th Reinforcements)

Railway and Tramway Employees who have fallen in Defence of the Empire—*continued*

Name.	Branch of Railways or Tramways.	Military Unit.
RAILWAYS—*continued.*		
Jensen, Australian P.	Locomotive	31st Battalion (4th Reinforcements)
Sorley, Robert	do	30th Battalion.
Paxton, Robert	do	19th do (10th Reinforcements)
McGarry, Edward	do	4th Pioneer Battalion
Reid, Norman	do	5th Field Artillery Brigade
Burton, Victor R.	do	3rd Battalion (21st Reinforcements)
Gardiner, Walter	do	56th Battalion.
Duxbury, Herbert A.	do	13th do
Clark, James	do	17th do (4th Reinforcements)
Madden, Trevelyn E.	do	4th do (15th Reinforcements)
Cheeseman, Reginald	do	45th do (4th Reinforcements)
Rolbin, Harris	do	3rd do (3rd Reinforcements)
Black, Leslie M.	do	4th Pioneer Battalion.
Jarrett, William F.	do	9th Machine Gun Company.
Price, William G.	do	30th Battalion (11th Reinforcements)
Pendleton, Frederick	do	Medium Trench Mortar Battery.
Pritchard, Leslie	do	30th Battalion.
Lenehan, Anthony	do	17th do
Le Sueur, William J. J.	do	2nd do (7th Reinforcements)
Madden, William R.	do	18th do
Forbes, James	do	18th do
Stonell, Alfred	do	18th do
Hefner, James	do	35th do (3rd Reinforcements)
Watts, Horace C.	do	20th do
Seage, Joseph	do	13th do (6th Reinforcements)
Tansey, Martin	do	19th do (13th Reinforcements)
Knight, Charles O.	do	20th do (10th Reinforcements)
Collum, John S.	do	19th do (12th Reinforcements)
Stewart, George V.	do	13th do (12th Reinforcements)
Austin, Arthur	do	36th do (3rd Reinforcements)
Richards, Thomas J.	do	54th do (7th Reinforcements)
Samuel, Alexander D.	do	17th do (10th Reinforcements)
Spencer, Francis E.	do	34th do
Swindells, Frank	do	45th do
Hamence, Edward G.	do	30th do
Maynard, Sedgwick	do	30th do (3rd Reinforcements)
McCooey, Theodore J.	do	54th do (6th Reinforcements)
Shoemark, Leslie	do	31st do (4th Reinforcements)
Miller, Harold H.	do	4th do
Newbury, Henry J.	do	3rd do (18th Reinforcements)
Jordan, Edwin	do	4th do
Jennings, Charles E.	do	1st do (2nd Reinforcements)
Booker, William J.	do	2nd do (20th Reinforcements)
Moore, William M.	do	55th do (3rd Reinforcements)
Fanning, Edward	do	1st do
Elvin, Leonard R.	do	1st do (9th Reinforcements)
Gibson, Percival	do	1st Light Trench Mortar Battery.
Corrigan, John H.	do	3rd Battalion (20th Reinforcements)
Jones, Edward J.	do	20th do (12th Reinforcements)
Sambrook, Horace J.	do	9th Field Company Engineers.
Harvey, Wilfred G.	do	2nd Battalion (20th Reinforcements)
Brown, Ivo	do	1st do (18th Reinforcements)
Bingley, Claud W.	do	54th do
Hornby, Thomas W.	do	2nd do
Bolton, Joseph C.	do	18th do (10th Reinforcements)
Robinson, Robert	do	18th do
Deacon, John G.	do	2nd do
Giles, Francis	do	1st do
Hillier, Andrew J.	do	36th do
Wilson, George	do	55th do (6th Reinforcements)
Stimson, Leslie N.	do	7th Field Artillery Brigade.
Fleming, George	do	36th Battalion (4th Reinforcements)
Judd, Albert S.	do	36th do
Follington, James	do	3rd do
Stevenson, Alfred	do	45th do
Waddell, Andrew	do	9th do
Pringle, Archibald	do	45th do
O'Leary, Daniel	do	13th do

Railway and Tramway Employees who have fallen in Defence of the Empire—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
RAILWAYS—*continued.*		
Diener, Leo A.	Locomotive	2nd Battalion (12th Reinforcements)
Maguire, Hugh J.	do	45th do
Whitlock, Arthur	do	34th do
Hayes, Aaron H.	do	35th do
Burke, Edward	do	9th Field Company Engineers.
Ford, James P.	do	2nd Battalion.
Wilkinson, Corbett	do	12th Field Artillery Brigade.
Jones, Edward J.	do	20th Battalion (12th Reinforcements)
Parsons, Archibald L.	do	5th Field Artillery Brigade. (7th Reinforcements)
Logan, James	do	17th Battalion.
Potter, Walter E.	do	53rd do
Davies, Frederick	do	1st do (15th Reinforcements)
Ashton, Ernest W.	do	1st do (15th Reinforcements)
Banner, Albert	do	60th do
Leslie, Alexander H.	do	18th do
Haylen, Francis H.	do	2nd do (22nd Reinforcements)
Tanner, Arthur B.	do	3rd do
Hamilton, Thomas R.	do	11th Field Artillery Brigade.
Coe, Alexander	do	5th Field Ambulance.
McEnerny, David	do	1st Battalion (22nd Reinforcements)
King, George W.	do	2nd do (19th Reinforcements)
Garriock, Eric	do	4th Field Artillery Brigade.
Joynson, Keith	do	1st Battalion.
Smith, Edgar	do	2nd do
Watson, Robert C.	do	20th do
Hewit, Walter	do	14th Machine Gun Company.
Seabrook, Theodore L.	do	17th Battalion. (17th Reinforcements)
Chignell, David	do	56th do
Castle, Alfred E.	do	5th Machine Gun Company.
Glynn, John H.	do	56th Battalion.
Armstrong, John S.	do	20th do (16th Reinforcements)
Berry, Frederick	do	36th do (6th Reinforcements)
Stewart, George	do	46th do (7th Reinforcements)
Maisey, Milton H. R.	do	14th Machine Gun Company.
Poll, Leslie	do	36th Battalion.
Smith, John W.	do	63rd do
Ezzy, Charles	do	55th do
Laird, Charles	do	39th do (5th Reinforcements)
Deveson, Albert	do	1st do (23rd Beinforcements)
Tomlinson, William	do	45th do
Brookes, Walter	do	2nd Divisional Signalling Company.
Dingley, William	do	20th Battalion (11th Reinforcements)
Larkin, Andrew R.	do	1st do
Kennedy, Hugh M.	do	22nd Battalion.
Lane, Arthur	do	5th Field Artillery Erigade.
Graham, Edward B.	do	2nd Battalion (7th Reinforcements)
Kennedy, Stanley E.	do	20th do (18th Reinforcements)
Ball, Frederick	do	30th do
Fox, Bernard	do	9th Field Ambulance.
Aldred, Charles P.	do	18th Battalion (16th Reinforcements)
Sullings, Herbert	do	2nd Australian Light Horse.
Mulvihill, Lawrence	do	55th Battalion (8th Reinforcements)
Edser, Charles	do	9th Field Ambulance.
Hill, Willoughby	do	8th Battalion (22nd Reinforcements)
Proctor, James T. G.	do	4th Divisional Headquarters Staff.
Sanders, Walter R.	do	4th Field Artillery Brigade.
Kirwan, Angus	do	31st Battalion (4th Reinforcements)
Welfare, Spencer C.	do	4th do (22nd Reinforcements)
Knox, John A.	do	19th do (4th Reinforcements)
Millership, John	do	19th do (16th Reinforcements)
Robinson, Henry J.	do	30th do
Ironmonger, Stanley	do	1st Australian Army Corps Headquarters.

Railway and Tramway Employees who have fallen in Defence of the Empire—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
RAILWAYS—*continued.*		
Preston, Frederick M.	Locomotive	34th Battalion (5th Reinforements)
Cahill, Thomas J.	do	4th Field Company Engineers.
Hulls, Herbert W.	do	30th Battalion (14th Reinforcements)
Lilliendal, Arthur	do	53rd do
Hall, Henry G.	do	61st do
Toman, James	do	Headquarters, Anzac Mounted Divisional Base.
Prior, Albert	do	22nd Battalion.
Yansen, John	do	45th do
Irwin, Victor	do	60th do (7th Reinforcements)
Spencer, William C.	do	1st do (21st Reinforcements)
Darby, James B.	do	4th Field Artillery Brigade.
Gunderson, Howard	do	4th Battalion (5th Reinforcements)
Kilpatrick, Robert C.	do	36th do
Adam, David F.	do	17th do (15th Reinforcements)
Gallen, William	do	18th do (12th Reinforcements)
Huntley, Clive N. R.	Permanent Way	1st Field Engineers.
Farnsworth, John	do	4th Battalion.
Nicoll, John	do	4th do
Sledge, Alfred	do	4th do
Teale, John	do	15th do
Herbert, John C.	do	2nd do (2nd Reinforcements)
Goldsmith, Raymond	do	3rd do
McCullough, James	do	4th do
Lohse, Alfred	do	4th do
Foote, John	do	3rd do
Hyland, Thomas	do	4th do (2nd Reinforcements)
Young Frederick R. C.	do	1st Australian Light Horse.
Wright, Reginald C.	do	3rd Battalion.
Webster, Frank G.	do	19th do
Lock, Daniel	do	13th do
Witt, Arthur	do	17th do (2nd Reinforcements)
Jacobson, Thomas G.	do	19th do
Black, James	do	2nd do (4th Reinforcements)
MacDonald, Frederick	do	13th do (4th Reinforcements)
Coulson, John H.	do	2nd do
Smith, John	do	1st Field Ambulance.
Willmot, Arthur H.	do	19th Battalion.
Gilmour, Joseph	do	2nd do
Hansen, Herbert	do	15th do (5th Reinforcements)
Slee, William	do	2nd do
McLennan, Roderick	do	15th do
Puddephatt, Thomas	do	1st Pioneers.
Gaskell, Henry	do	20th Battalion (5th Reinforcements)
Miles, Keith	do	4th do (6th Reinforcements)
Handley, Charles H.	do	1st Pioneer Battalion.
Studdert, John D.	do	3rd Battalion (14th Reinforcements)
Rue, Albert	do	55th do
Doyle, Patrick	do	54th do
Livingston, Albert	do	4th do
Lucre, George H.	do	30th do
Hart, Oscar	do	55th do
Walsh, Leo D.	do	17th do (9th Reinforcements)
Smith, William F.	do	1st Machine Gun Section.
Clark, Albert H.	do	35th Battalion.
House, William H.	do	1st do (21st Reinforcements)
Doran, James	do	1st do (14th Reinforcements)
Camps, Victor A.	do	30th do
Brabazon, Sidney	do	4th do
Musgrove, Thomas H.	do	13th do (12th Reinforcements)
Walton, Thomas	do	53rd do
Madden, Valentine J.	do	1st do
McDonald, Richard	do	1st do (16th Reinforcements)
Smyth, Arthur	do	2nd do (13th Reinforcements)
Mullen, Fargy	do	20th do (9th Reinforcements)
Byrns, William H.	do	18th do (2nd Reinforcements)
Keating, Thomas P.	do	20th do

Railway and Tramway Employees who have fallen in Defence of the Empire—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
RAILWAYS—*continued.*		
Anderson, James A. ...	Permanent Way ...	18th Battalion
McMillan, Alexander ...	do	1st do (9th Reinforcements)
McLeod, Hector ...	do	17th do (7th Reinforcements)
Ramage, Stanley ...	do	18th do (14th Reinforcements)
Harding, Henry ...	do	3rd do
Page, James D. ...	do	1st Field Engineers.
Parker, Edward T. ...	do	31st Battalion (4th Reinforcements)
Hope, Edward J. ...	do	54th do
Thomson, Albert J. ...	do	15th do (4th Reinforcements)
Lang, William	do	1st do
Overend, Robert ...	do	4th do
Richards, James P. ...	do	56th do (2nd Reinforcements)
Manders, Joseph G. ...	do	14th Field Company Engineers.
Lord, Roy	do	18th Battalion.
Hawkes, George J. ...	do	15th do
Jennings, Charles W. ...	do	53rd do (2nd Reinforcements)
Ross, Donald	do	45th do (2nd Reinforcements)
Brennan, Joseph ...	do	7th Field Company Engineers. (4th Reinforcements)
Rogers, Frederick ...	do	5th Battalion (3rd Reinforcements)
Hurt, Charles	do	26th do (11th Reinforcements)
Brooks, Charles ...	do	34th do (4th Reinforcements)
Cridland, Frederick ...	do	53rd do
Ferguson, Leopold ...	do	1st Australian V. D. Hospital.
Ayres, George	do	Imperial Reservist.
Church, Alexander ...	do	19th Battalion (9th Reinforcements)
Hellier, Stewart ...	do	1st Battalion.
Doyle, Michael ...	do	9th Field Company Engineers.
Read, Cyril	do	53rd Battalion (5th Reinforcements)
Hollyoake, Frederick G.	do	18th do (14th Reinforcements)
Russell, Arthur ...	do	54th do
Clingan, Alexander S.	do	1st do (10th Reinforcements)
Edwardsen, Hilmar ...	do	60th do (2nd Reinforcements)
Derley, Frederick ...	do	19th do (5th Reinforcements)
Noakes, Jack	do	2nd do (14th Reinforcements)
Saxton, John	do	No. 1 Mining Corps.
Murray, John	do	17th Battalion (16th Reinforcements).
Richardson, Robert F....	do	20th Battalion (6th Reinforcements)
Tilbrook, William C. ...	do	3rd do (9th Reinforcements)
Hamilton, Archibald ...	do	3rd do
Moon, Clarence L. ...	do	4th do (20th Reinforcements)
Eley, Samuel T. ...	do	14th Machine Gun Company.
Stevenson, George ...	do	35th Battalion (4th Reinforcements)
Proctor, Thomas J. ...	do	35th do
Færber, Augustus ...	do	2nd Field Artillery Brigade.
Brown, Alfred	do	4th Battalion.
Waugh, Francis W. ...	do	36th do (4th Reinforcements)
Robinson, Leonard ...	do	41st do (1st Reinforcements)
O'Connor, John... ...	do	3rd do
Gilson, Victor G. ...	do	36th do
Mayo, Ernest	do	13th do
Sharp, Charles	do	39th do (5th Reinforcements)
Smith, Alfred	do	18th do
Williams, Edward ...	do	34th do
Meurant, Walter ...	do	54th Battery Field Artillery Brigade.
Farrell, James S. ...	do	31st Battalion (3rd Reinforcements)
Collis, Sidney	do	18th do (14th Reinforcements)
Bell, John	do	39th do (3rd Reinforcements)
Clarke, John B.... ...	do	4th do (11th Reinforcements)
White, Ernest C. ...	do	54th do
Fawley, Henry... ...	do	3rd do
Brett, Alfred	do	31st do
King, William	do	45th do (2nd Reinforcements)
Fox, William	do	30th do
Priest, Thomas	do	2nd do
Blair, George	do	4th do (5th Reinforcements)
Fisher, Alfred	do	25th do (8th Reinforcements)

Railway and Tramway Employees who have fallen in Defence of the Empire—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
Railways—*continued.*		
Kennerley, Felix	Permanent Way	4th Battalion.
Coleman, George	do	18th do
Harpley, John	do	34th do
Chapman, Wilfred S.	do	35th do (1st Reinforcements)
Coughlin, Michael	do	2nd do
Monckton, Walter	do	33rd do (5th Reinforcements)
Burgess, Charles	do	30th do (5th Reinforcements)
Cooney, Thomas	do	55th do
Coggan, George	do	14th Field Artillery Brigade.
Allsopp, Eric	do	18th Battalion (7th Reinforcements)
Hartley, David	do	3rd do
Tonetti, John T.	do	34th do
Henry, Patrick H.	do	53rd do
Laurie, William	do	1st Pioneer Battalion (4th Reinforcements)
Hughes, Joseph E.	do	36th Battalion (4th Reinforcements)
Clement, Frederick	do	35th do (2nd Reinforcements)
Lasserre, Etienne L.	do	45th do
McCallum, Duncan	do	36th do (6th Reinforcements)
White, Michael	do	13th do (11th Reinforcements)
James, John W.	do	56th do (5th Reinforcements)
Suthons, Archibald	do	18th do (16th Reinforcements)
Edgeworth, Reginald	do	53rd do
Hall, Reginald E.	do	55th do (3rd Reinforcements)
Sweeny, Francis T.	do	Trench Mortar Battery (2nd Reinforcements)
Wright, William H.	do	19th Battalion (16th Reinforcements)
Brennan, James	do	1st Field Company Engineers.
Clark, Arthur J.	do	35th Battalion.
Barnwell, John	do	36th do (4th Reinforcements)
John, Henry	do	23rd Machine Gun Section.
Cox, Edward T.	do	17th Battalion.
Garnett, Henry J.	do	20th do (11th Reinforcements)
Marzol, Luke M.	do	18th do (15th Reinforcements)
Jennings, Arthur W.	do	18th do
Swanson, Alfred	do	29th do
Crane, Hector	do	55th do (7th Reinforcements)
Roach, Thomas	do	36th do (5th Reinforcements)
Coote, Leslie V. H.	do	2nd Divisional Ammunition Column.
Smalley, Edward J.	Signalling	3rd Battalion.
Wright, Leslie	do	1st do
Turley, Benjamin L.	do	56th do
Murray, Lindsay B.	do	53rd do
Milford, Harry	do	3rd do (14th Reinforcements)
Hartley, William	do	17th do (5th Reinforcements)
Ralph, Leslie	do	14th Field Company Engineers.
Sadler, Edgar H.	do	35th Battalion.
Goodman, William J.	do	17th do (8th Reinforcements)
Sippell, Albert	do	20th do (12th Reinforcements)
Cooper, Kenneth J.	do	2nd do (13th Reinforcements)
Gaskell, Richard J.	do	30th do
Matthews, Arthur F.	do	30th do
Kirkby, Frederick J.	do	3rd do (10th Reinforcements)
Dowling, Raymond J.	do	45th do (7th Reinforcements)
Jones, Walter N.	do	18th do
Smith, Henry T.	do	3rd do (12th Reinforcements)
Garbutt, Joseph	do	110th Howitzer Battery.
Sutherland, Benjamin H.	do	9th Field Ambulance.
Berry, John J.	do	3rd Battalion (12th Reinforcements)
Swanson, Donald	do	17th do (4th Reinforcements)
Metcalf, Arthur C.	do	55th do
Pope, John G.	Electrical	1st Australian Light Horse.
Chapman, Henry S.	do	3rd Battalion.
Scott, William F.	do	30th do
Hughes, Gordon D.	do	20th do (6th Reinforcements)
Irwin, Herbert I.	do	45th do (2nd Reinforcements)
Fisher, William H.	do	1st Mining Battalion (2nd Reinforcements).

Railway and Tramway Employees who have fallen in Defence of the Country—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
RAILWAYS—*continued.*		
Shurmer, Roy S. ...	Electrical	60th Battalion.
Pamphlet, James G. ...	do	20th do (9th Reinforcements)
Gass, Hugh G.	do	45th do
Cosgrove, Henry E. ...	Stores	15th Australian Army Service Corps.
Skellern, James W. ...	do	2nd Battalion (6th Reinforcements)
Hyde, Harold C. ...	do	1st do (12th Reinforcements)
Rose, Walter	do	5th Field Ambulance.
Porter, Samuel E. ...	do	9th do
Hart, Albert L. D. ...	do	4th Battalion (12th Reinforcements)
Parsonage, Bertie D. ...	do	2nd do
Irvine, Robert F. ...	do	35th do (8th Reinforcements)
Brown, Leslie J. ...	Traffic Audit... ...	4th Battalion.
Byron, Cornelius ...	do	18th do (11th Reinforcements)
Madell, Edward R. ...	do	1st Field Artillery Brigade.
Berghoff, Charles R. ...	do	1st Battalion.
Atkins, Harold J. ...	Chief Accountants ...	18th do
Mutton, Oswald F. ...	Construction	2nd do (11th Reinforcements)
TRAMWAYS—		
Stach, Vincent A. ...	Traffic	2nd Battalion.
McGuirk, Thomas A. ...	do	3rd do
Hayles, Noel A. D. ...	do	13th do
Bird, Cuthbert	do	13th do
Crake, George	do	1st Australian Light Horse.
Gambling, Alfred A. ...	do	3rd Battalion.
Matchett, Henry W. ...	do	3rd do (3rd Reinforcements)
Robertson, William ...	do	4th do
Hardy, Edward C. ...	do	1st do
Chadwick, Henry ...	do	3rd do
Sherbourne, Alonza ...	do	4th do
Putland, Wesley J. ...	do	1st do
Rixon, George	do	13th do
Lenan, George	do	13th do
Burne, Raynald ...	do	1st do
Rowsell, William H. ...	do	1st do
Douglas, Percy	do	3rd do
Bryant, Frederick J. ...	do	4th do (6th Reinforcements)
Freer, William F. ...	do	1st do
Donehue, Archie V. ...	do	1st do (6th Reinforcements)
Hopkins, Frederick L. ...	do	1st do
Upjohn, Edward H. ...	do	2nd do (5th Reinforcements)
McLachlan, John H. ...	do	1st do
Ferguson, Logie ...	do	20th do (3rd Reinforcements)
Redford, John A. ...	do	1st do
Flynn, Thomas J. ...	do	1st do
Wilson, Albert A. ...	do	1st do
Bell, John G.	do	2nd do
Sandilands, Claud ...	do	2nd do
Smith, Charles W. ...	do	3rd do
McKinnon, Malcolm McL.	do	4th do
Tickner, Charles L. ...	do	4th do
Gell, John	do	4th do
Hockey, Cecil P. ...	do	4th do
Elrick, James R. ...	do	55th do
Hester, William ...	do	55th do
Scully, Charles E. ...	do	4th do (7th Reinforcements)
Robins, William J. ...	do	17th do (9th Reinforcements)
McCulloch, William L....	do	17th do (3rd Reinforcements)
Manson, Alexander ...	do	3rd do (6th Reinforcements)
Ibbott, Albert E. ...	do	55th do
Meyer, Frederick H. ...	do	55th do
Glynn, Grenfell H. ...	do	55th do
Crooks, Thomas ...	do	55th do
Flower, Reginald O. ...	do	1st do
Gibbs, George	do	1st do

Railway and Tramway Employees who have fallen in Defence of the Country—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
TRAMWAYS—*continued.*		
Holden, James	Traffic	1st Battalion (1st Reinforcements)
Collins, Martin	do	19th do (2nd Reinforcements)
Cameron, Robert S.	do	45th do
Tier, William	do	53rd do
Taylor, George H.	do	4th do (3rd Reinforcements)
Campbell, Oliver	do	20th do (11th Reinforcements)
Farrell, James V.	do	5th Machine Gun Company.
Jones, Evan	do	30th Battalion (3rd Reinforcements)
Winder, Stanley H.	do	3rd do
Jones, John	do	20th do
Dewar, Robert A.	do	55th do
Goode, George N.	do	3rd do
Cavanagh, Martin J.	do	1st do (20th Reinforcements)
Daly, Francis M.	do	1st Field Artillery.
Burrgram, Arthur H.	do	60th Battalion (7th Reinforcements)
Mackley, Tom	do	1st do (7th Reinforcements)
Bush, Clarence V.	do	4th do
Manton, Alfred E.	do	1st do
Little, Robert H.	do	17th do (10th Reinforcements)
Davis, Cecil H.	do	5th do
Montgomery, George	do	33rd do
Wood, Evelyn A.	do	4th Battalion.
Robinson, Thomas G.	do	13th do (8th Reinforcements)
Bernard, Ernest E.	do	Trench Mortar Battery.
Stephen, George	do	1st Division Signal Company.
Thompson, Bernard	do	105th Howitzer Battery.
Bull, Stanley G.	do	2nd Battalion.
Clark, Alfred C.	do	2nd Battalion.
Harris, Sidney H.	do	4th Australian Field Artillery.
Hay, David	do	2nd Battalion (3rd Reinforcements)
Hodgson, Henry	do	4th Battalion.
Jones, Herman H.	do	13th Battalion.
Larkins, John J.	do	31st Battalion.
Martin, Frank	do	4th Battalion (12th Reinforcements)
Swanson, Henry	do	54th Battalion.
Hartnett, John	do	105th Howitzer Battery.
Hennessy, John A.	do	36th Battalion.
Bowman, Charles	do	35th do
Burgin, Christopher	do	20th do (17th Reinforcements)
Quilter, Richard	do	9th do
Worsnip, James	do	17th do (10th Reinforcements)
Cunningham, Walter M.	do	36th do (4th Reinforcements)
Tonner, James E.	do	8th do
Parr, George	do	1st do
Clark, Henry	do	2nd do (12th Reinforcements)
Steavens, John E.	do	17th do (7th Reinforcements)
Kissell, John	do	13th Field Artillery Brigade.
Landaman, Albert E.	do	5th Pioneers Battalion.
Warren, Frederick C.	do	36th Battalion.
Sampson, Arthur G.	do	1st Field Artillery Brigade. (1st Reinforcements)
Gould, Thomas H.	do	53rd Battalion.
Lennie, James	do	18th do
Rogerson, George	do	17th do (7th Reinforcements)
Chell, George C.	do	20th do (17th Reinforcements)
McCord, Thomas H.	do	17th do (3rd Reinforcements)
Olsen, Hector R.	do	30th do
Plumb, Richard J.	do	53rd do
Clark, Ernest D.	do	5th Light Trench Motar Battery.
Nicholls, Arthur	do	14th Light Trench Motar Battery.
Clifford, Charles	do	20th Battalion. (11th Reinforcements)
Barrett, Herbert R.	do	30th do
Uebel, Charles A.	do	19th do
Hennessey, Thomas J.	do	9th do
Watkins, Walter E.	do	1st Pioneers Battalion. (8th Reinforcements)
Pearce, Charles	do	59th Battalion (7th Reinforcements)

Railway and Tramway Employees who have fallen in Defence of the Country—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
TRAMWAYS—*continued.*		
Beattie, William	Traffic	20th Battalion
Olley, Lawrence	do	18th do (2nd Reinforcements)
Palmer, Charles L.	do	17th do (8th Reinforcements)
Mair, Thomas	do	13th Field Ambulance.
Walsh, Thomas	do	55th Battalion (8th Reinforcements)
Blackburn, Horace S.	do	55th do
Bruce, Thomas F.	do	36th do
Hughes, Francis H.	do	9th Field Ambulance.
Ayers, Charles T.	do	55th Battalion.
O'Neil, Fitzgerald	do	7th Battalion (22nd Reinforcements)
Fisher, Henry	do	2nd do
Taylor, Richard H.	do	2nd Trench Mortar Brigade.
Campbell, Murdock	do	59th Battalion (7th Reinforcements)
Lavers, William V.	do	13th Field Artillery Brigade
Ferry, Charles	do	2nd Battalion (8th Reinforcements)
Beaumont, Walter H.	do	17th do (7th Reinforcements)
Dunn, William	do	17th do (5th Reinforcements)
Ryan, Albert E.	do	17th do
McFarlane, John	do	18th do (11th Reinforcements)
Reboul, Edward M. T.	do	13th do
Goodall, James R.	do	1st do
Carroll, John W.	do	33rd do
Jones, George E. W.	do	19th do
Gowenlock, Ernest	do	57th do
Bailey, Alfred	Electrical	3rd do
Hargrave, Geoffrey L.	do	13th do
Howarth, John F. S.	do	4th do
Stewart, Selby A. S.	do	1st do
Lee, Robert A.	do	3rd Battalion
Fairnham, Henry H.	do	1st Field Engineers.
McDonald, Archibald	do	2nd Battalion (4th Reinforcements)
Jones, Sidney F.	do	4th do (5th Reinforcements)
Burns, Patrick J.	do	1st do (1st Reinforcements)
Clarke, Norman W.	do	3rd do (6th Reinforcements)
Hendrick, John	do	1st do
Hanrahan, Thomas	do	1st do
Ward, Charles A.	do	2nd do (5th Reinforcements)
Riley, John	do	3rd do (6th Reinforcements)
Harman, William H.	do	17th do
Foote, George R. V.	do	3rd do
Hook, Harold	do	20th do (2nd Reinforcements)
Wells, Daniel	do	13th do (6th Reinforcements)
Haddow, David E.	do	2nd do
Jackson, Herbert A.	do	20th do (4th Reinforcements)
Jenkins, Robert	do	13th do (12th Reinforcements)
Horsfield, Frederick	do	55th do
Sainty, Frederick L.	do	1st Field Company Engineers.
Starr, Walter	do	13th Battalion (12th Reinforcements)
Morris, George A.	do	3rd do
Fahey, Patrick W.	do	55th do
West, Samuel	do	20th do
Scobie, Walter F.	do	4th Pioneer Battalion.
Rogers, Herbert H.	do	56th Battalion.
McDonald, William	do	4th do
Jephcott, Arthur B.	do	18th do
Gardner, John A.	do	3rd do (6th Reinforcements)
Senior, Sachaveral	do	3rd do (6th Reinforcements)
Finley, Arthur T.	do	17th do (9th Reinforcements)
Brown, William E.	do	57th do
Lawrence, Francis J.	do	17th do (7th Reinforcements)
Cameron, Roy	do	55th do
Malcolm, Errol G.	do	5th Light Trench Mortar Battery.
Latter, Albert C.	do	3rd Battalion (18th Reinforcements)
Brown, Aubrey E.	do	19th do (18th Reinforcements)
Hutchinson, Herbert B.	do	19th do
Banks, Arthur J.	do	49th do
Cane, Arthur S.	do	55th do
Wilson, William C.	do	Headquarters, 2nd Division.

Railway and Tramway Employees who have fallen in Defence of the Country—*continued.*

Name.	Branch of Railways or Tramways.	Military Unit.
TRAMWAY—*continued.*		
Spillane, Thomas F.	Electrical	17th Battalion.
White, Richard T.	do	18th do (16th Reinforcements)
Fitzpatrick, James P.	do	45th do
Shannon, Edwin F.	do	20th Pioneer Battalion.
Smith, Henry	do	17th Battalion (7th Reinforcements)
Brown, James S.	do	17th do (6th Reinforcements)
Twigden, George W.	do	4th Field Company Engineers.
Goodyer, Robert A.	do	19th Battalion (13th Reinforcements)
Greayer, Joe	do	17th do (10th Reinforcements)
Bennett, Frederick T.	do	56th do
Shean, John	do	17th do (9th Reinforcements)
Walter, William G.	do	16th do
Goold, Francis A.	do	35th Battalion (2nd Reinforcements)
Amour, Percy W.	do	55th do
Wailes, Charles E.	do	7th Field Company Engineers.
Harris, James H.	do	45th Battalion (5th Reinforcements)
Seale, Frank L.	do	7th Field Artillery Brigade.
McLeod, William E.	do	53rd Battalion.
Ford, Paul	do	5th Field Artillery Brigade.
Williams, Austin A.	do	17th Battalion (9th Reinforcements)
Swann, Frederick H. J.	do	27th do
Durack, Thomas J.	do	18th do (2nd Reinforcements)
Gullen, Richard	do	18th do (18th Reinforcements)
Hart, Frederick	do	17th do
Mellings, John L.	do	19th do (2nd Reinforcements)
Carter, Joseph E.	do	17th do (18th Reinforcements)
Salmon, Francis H.	do	20th do (4th Reinforcements)
O'Connor, Maurice	do	56th do
Hills, Herbert C.	do	1st do (12th Reinforcements)
Smith, William A. C.	do	17th do (12th Reinforcements)
Smith, John S.	do	19th do (17th Reinforcements)
Jolley, Bertram C.	do	56th do
Hinson, Rupert S.	do	55th do
Brain, Sydney G. H.	do	2nd do
Talbot, Harry	do	2nd do
Chambers, Keith	Permanent Way	4th Battalion.
Summers, William B.	do	1st Field Ambulance.
Whatton, Ernest W.	do	13th Battalion (4th Reinforcements)
O'Farrell, James	do	4th do
Dreves, Arthur W.	do	3rd do
Watson, Robert	do	4th do
Funkenstein, Henry	do	2nd do
Meggison, Harry	do	2nd do
Rowland, Frederick	do	18th do (6th Reinforcements)
Rowlinson, Stanley	do	19th do
Richardson, George E.	do	35th do
Beith, William	do	56th Battalion.
Paris, Robert	do	4th do (19th (Reinforcements)
Nicholl, John W.	do	17th do (8th Reinforcements)
Kidson, Alfred de V.	do	56th do (9th Reinforcements)
Thelning, William P. P.	do	30th do (5th Reinforcements)
Campbell, Robert H.	do	3rd do
Pugh, William J.	do	36th do (3rd Reinforcements)
Hogan, Patrick	do	55th do (6th Reinforcements)
Milner, Reginald	do	17th do (12th Reinforcements)
Hoskins, George T.	do	45th do (9th Reinforcements)
Coulter, Alexander	do	18th do (11th Reinforcements)
Griffen, James	do	19th do (11th Reinforcements)
Hartman, Stanley T.	Stores	54th do
Waugh, Charles G.	do	17th do (8th Reinforcements)
Fleming, Edward S.	do	17th do (9th Reinforcements)

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Maps showing Railway systems and Lines.

APPENDIX I.

Chief Mechanical Engineer's Office, Eveleigh,
Sydney, 12th July, 1918.

Sir,

I have to report, for the information of the Commissioners, that the rolling stock, machinery, pumping plant, and water supplies under my charge have, during the year ended 30th June, 1918, been maintained in good working order and repair.

E. E. LUCY,
Chief Mechanical Engineer.

The Secretary to the Railway Commissioners.

APPENDIX II.

Office of Engineer-in-Chief for Existing Lines,
Sydney, 18th July, 1918.

Sir,

I hereby certify that the permanent-way, bridges, buildings, fences, wharves, and other works have been maintained in good order during the past twelve months.

ROBT. KENDALL,
Engineer-in-Chief for Existing Lines.

The Secretary to the Railway Commissioners.

APPENDIX III.

Comptroller of Stores Office,
Newtown, 29th July, 1918.

CERTIFICATE RESPECTING STORES.

I HEREBY certify that the stock of Stores has been carefully and systematically inspected during the year, and that its value, as shown by the Stores Ledgers, at 30th June, 1918, was £1,546,582 3s. 10d. (Railways, £1,381,472 2s. 0d.; Tramways, £165,110 1s. 10d.).

H. MORTIMORE,
Comptroller of Stores.

The Secretary to the Railway Commissioners.

APPENDIX IV.

APPENDIX IV.

General Balance-sheet, 30th June, 1918.

Liabilities.	Amount. £ s. d.	Total. £ s. d.	Assets.	Amount. £ s. d.	Total. £ s. d.
To the Government for Capital provided for Railways, *less* Discounts and Floating Charges ...	75,521,200 15 11		By Cost of Way, Works, Buildings, and Equipment	60,256,250 13 1	
Contributions from Revenue for Capital purposes	659,929 18 7		Cost of Rolling-stock	13,418,198 19 3	
		76,181,130 14 6			73,674,449 12 4
Special Funds	....	86,875 18 7	*Surveys for Railways not constructed	....	....
Suspense Accounts	....	274,326 8 3	Stores and Materials on hand	....	1,381,472 2 0
Sundry Creditors	....	197,649 0 0	Unexpended Balance of Capital Funds	....	1,130,681 2 2
Consolidated Revenue Account (Treasury) ...	....	28,916 3 2	Balance at Credit of Special Funds	....	360,298 8 3
			Sundry Debtors	....	187,232 8 5
			Suspense Accounts	....	5,848 8 2
			Net Earnings for the year after payment of Working Expenses	3,014,432 15 10	
			†*Less*—		
			Interest Charges on lines open	3,043,348 19 0	28,916 3 2
			... ...	... .	
		£76,768,898 4 6			£76,768,898 4 6

* No charge is made to the Railway Department under this head.

† Interest is not charged to the Railway Department on cost of lines under construction.

R. BOURKE,
Chief Accountant.

APPENDIX V.

COMPARATIVE STATEMENT OF WORKING EXPENSES AND EARNINGS FOR THE YEARS ENDED 30TH JUNE, 1918, AND 1917.

DR. **RAILWAYS.** CR.

WORKING EXPENSES.	SEE ABSTRACT.	YEAR ENDED 30TH JUNE. 1918. £	s.	d.	1917. £	s.	d.
Maintenance of Way, Works, and Buildings	A	996,501	9	0	932,990	5	5
Locomotive Power	B	2,309,728	6	11	2,444,706	13	4
Greasing and Oiling Carriages and Waggons	C	6,567	7	10	5,421	15	11
Carriage and Waggon Repairs and Renewals	D	438,887	17	3	476,102	4	10
Traffic Expenses	E	1,727,880	17	0	1,783,465	14	10
Compensation—Personal	F	2,590	18	0	3,013	4	2
Do Goods and Other Property	F	5,336	4	9	6,779	4	0
General Charges	G	207,363	13	5	182,802	19	10
Refreshment Rooms	G	236,063	6	9	94,914	10	10
Gratuities to Widows and Children of Employees and Payments to Staff Retired	G	7,546	13	1	3,163	7	8
Fire Insurance Fund	G	2,000	0	0	2,000	0	0
	£	5,940,446	14	0	5,915,360	0	10
BALANCE NET EARNINGS after paying working expenses	£	3,014,432	15	10	2,464,724	8	4
GRAND TOTAL	£	8,954,879	9	10	8,380,084	9	2

EARNINGS.	SEE APPENDIX.	YEAR ENDED 30TH JUNE. 1918. £	s.	d.	1917. £	s	d.
By Passengers—							
First Class	VII	1,075,614	3	7	969,499	7	4
Second Class	,,	1,778,284	0	0	1,884,938	8	2
First Class Season	,,	273,263	10	2	251,853	8	6
Second Class Season	,	163,604	5	9	148,733	5	8
Do Workman's Weekly	,,	182,573	18	5	189,142	18	1
		3,473,339	17	11	3,202,167	7	9
Parcels	VII	292,422	0	2	263,042	9	10
Horses, Carriages, &c.	,,	49,269	14	8	45,212	9	10
Mails	,,	117,903	12	2	127,234	2	2
		459,595	7	0	435,489	1	10
Total Coaching		3,932,935	4	11	3,837,856	9	7
By Refreshment Rooms	VII	274,698	19	7	102,374	14	9
By Goods—							
Merchandise Goods	VII	2,853,329	17	10	2,898,888	17	11
Live Stock	,,	732,372	7	1	668,786	1	10
Wool	,,	355,245	14	11	319,803	8	4
Minerals—Coal and Coke and Shale	,,	735,354	18	11	673,823	15	9
Do. Other than Coal and Coke	,,	175,810	7	10	181,336	15	5
Total Goods		4,652,113	6	7	4,542,618	19	3
Rents	VII	89,592	13	5	73,441	16	3
Miscellaneous	,,	25,539	5	4	23,992	9	4
GRAND TOTAL	£	8,954,879	9	10	8,380,084	9	2

The Earnings do not include £30,595 value of a portion of the services rendered to State Departments for which no payment is received.

R. BOURKE,
Chief Accountant.

APPENDIX VI.

Abstract of **WORKING EXPENSES** for the Years ended 30th June, 1918 and 1917.

	Year ended 30th June.	
	1918.	1917.
A.—Maintenance of Way, Works, and Buildings.	£	£
Salaries, office expenses, and general superintendence	81,898	76,771
Maintenance and renewals of permanent-way—Wages	483,704	464,172
Materials	157,603	121,178
Engine-power	5,994	9,399
Repairs and renewals of bridges, approach roads, jetties, signals, reservoirs, coal-stages, and other works	149,703	145,196
Repairs and renewals of stations and other buildings	74,747	75,704
Telegraphs and telephones—Maintenance of	19,041	19,468
Station cranes, coal and grain shipping appliances—Maintenance of	21,788	19,288
Sundry other charges	2,024	1,814
£	996,502	932,990

Average miles open and maintained—	1918.	1917.
Five lines	1	1
Four lines	33¾	33
Three lines	7½	7½
Double lines	533¾	532
Single lines	3,974½	3,739
	4,550½	4,312½
Sidings	953¾	913¾

	Year ended 30th June.	
	1918.	1917.
B.—Locomotive Power.		
Salaries, office expenses, and general superintendence	37,249	38,449
Running expenses—Wages, &c., connected with the working of locomotives	922,456	996,265
Coal, coke, and wood	500,011	459,461
Water	78,018	86,237
Oil, tallow, and other stores	35,670	35,615
Repairs and renewals of locomotives—Wages	501,837	590,674
Materials	234,487	238,006
£	2,309,728	2,444,707
C.—Greasing and Oiling Carriages and Wagons.		
Wages	2,151	2,274
Materials	4,416	3,148
£	6,567	5,422

	Year ended 30th June.	
	1918.	1917.
D.—Carriages and Waggons—Repairs and Renewals.	£	£
Salaries, office expenses, and general superintendence	9,718	8,009
Coaching stock—Wages	128,672	146,802
Materials	63,620	64,173
Goods stock—Wages	142,918	183,763
Materials	93,960	73,355
£	438,888	476,102
E.—Traffic Expenses.		
Superintendent of Lines, District Superintendents, and office staff	91,967	81,836
Station-masters and station clerks	443,251	452,704
Pointsmen, signalmen, and gatekeepers	92,641	93,808
Guards, porters, and labourers	724,459	789,143
Stores	145,756	141,549
Advertising, printing, and stationery	47,100	42,324
Clothing	37,127	26,286
Sundry other charges	101,456	93,258
Telegraphs and telephones—Operation of	44,104	42,558
£	1,727,861	1,763,466
F.—Compensation.		
Personal	2,591	3,013
Goods and other property	5,336	6,779
£	7,927	9,792
G.—General Charges.		
Commissioners, Secretary and office staff	14,421	15,192
Accountant's and Traffic Audit branches	51,287	46,211
Refreshment Rooms	236,063	94,914
Sundry other general charges	141,656	121,401
£	443,427	277,718
Gratuities to Widows and Children of Employees, and Payments to Staff retired £	7,547	3,163
Fire Insurance Fund £	2,000	2,000
GRAND TOTAL £	5,940,447	5,915,360

R. BOURKE,
Chief Accountant.

APPENDIX VII.

COMPARATIVE Analysis of Earnings and Expenditure for the years ended 30th June, 1918 and 1917.

Year ended 30th June.

1918.
Average miles open for traffic ... Miles. 4,550½
Train mileage—
Passenger... 9,440,720
Goods 8,702,547
18,143,267

1917.
Average miles open for traffic ... Miles. 4,312¼
Train mileage—
Passenger... 10,434,819
Goods 9,865,898
20,300,717

Particulars.	1918. Numbers or Tonnage.	1918. Earnings.	1918. Per average mile open.	1918. Per train mile.	1917. Numbers or Tonnage.	1917. Earnings.	1917. Per average mile open.	1917. Per train mile.
EARNINGS.								
	Numbers.	£	£	d.	Numbers.	£	£	d.
First-class Passengers	6,700,627	1,075,614	236·38	27·34	7,320,565	969,499	224·81	22·30
Second-class do	32,704,968	1,778,284	390·80	45·21	34,645,954	1,664,938	386·07	38·29
Season Tickets, 1st class	10,460,643	273,264	60·05	6·95	10,013,953	251,854	58·40	5·79
Do 2nd class	21,729,202	163,604	35·95	4·16	21,410,038	146,733	34·03	3·38
Workmen's Weekly Tickets, 2nd class	22,709,076	182,574	40 12	4·64	23,289,336	169,143	39·22	3·89
	94,304,516	3,473,340	763·30	88·30	96,709,846	3,202,167	742·53	73·65
Parcels		292,422	64·26	7·43	....	263,042	61·00	6·05
Horses, Carriages, &c.		49,270	10·83	1·25	....	45,213	10.49	1·04
Mails		117,904	25·91	3·00	....	127,234	29·50	2 93
		459,596	101·00	11·68	....	435,489	100·99	10·02
Total Coaching		3,932,936	864·30	99·98	....	3,637,656	843·52	83·67
Refreshment Rooms		274,699	60 37	6·98	....	102,375	23·74	2·35
	Tons.				Tons.			
General Merchandise	4,119,933	2,653,330	583·09	73·17	4,040,169	2,698,869	625·82	65·65
Wool	120,612	355 246	78·07	9·80	117,762	319,803	74·16	7·78
Live Stock	523,683	732,372	160 94	20·19	577,798	668,786	155·08	16·27
Minerals—Coal and Coke and Shale	5,696,830	735 355	161 60	20·28	6,052,489	673,824	156·25	16·39
Minerals, other than Coal and Coke	832,002	175,810	38·64	4·85	914,616	181,337	42 05	4·41
Total Goods	11,293,060	4,652,113	1,022·34	128·29	11,732,864	4,542,619	1,053·36	110·50
Rents		69,593	15·29	1·92	....	73,442	17·03	1·79
Miscellaneous		25,539	5 61	·70	....	23,993	5·56	·58
Total Earnings		8,954,880	1,967·91	118·46	....	8,380,085	1,943·21	99·07

EXPENDITURE.

WORKING EXPENSES.	1918. Expenditure.	1918. Per cent. to Earnings.	1918. Per average mile open.	1918. Per train mile.	1917. Expenditure.	1917. Per cent. to Earnings.	1917. Per average mile open.	1917. Per train mile.
	£	%	£	d.	£	%	£	d.
Maintenance of Way, Works, and Buildings	996,502	11·13	218·99	13 18	932,990	11·13	216·34	11·03
Locomotive Power	2,309,728	25·80	507·58	30·55	2,444,707	29·17	566·89	28·90
Greasing and Oiling Carriages and Waggons	6,567	·07	1·44	·09	5,422	·07	1·26	·06
Carriage and Waggon Repairs and Renewals	438,888	4 90	96·45	5·81	476,102	5·68	110·40	5·63
Traffic Expenses	1,727,861	19·29	379 71	22 85	1,763,466	21·05	408·92	20·85
Compensation—Personal	2,591	·03	·57	·04	3,013	·04	·70	·04
Do Goods and other property	5,336	·06	1 17	·07	6,779	·08	1·57	·08
General Charges	443,427	4·95	97·45	5·86	277,718	3·31	64·41	3·28
Gratuities to Widows and Children of Employees, and payments to Staff retired	7,547	·08	1·66	·10	3,163	·04	·73	·04
Fire Insurance Fund	2,000	·02	·44	·03	2,000	·02	·46	·02
Total Expenditure	5,940,447	66·34	1,305·46	78·58	5,915,360	70·59	1,371·68	69·93
	EXPENDITURE PERCENTAGE TO GROSS EARNINGS. 66·34				EXPENDITURE PERCENTAGE TO GROSS EARNINGS. 70·59			

Percentage of Expenditure in each Division.

Divisions of Expenditure.	Year ended 30th June. 1918.	Year ended 30th June. 1917.
	%	%
Maintenance of Way, Works, and Buildings	16·77	15·77
Locomotive Power	38·88	41·33
Greasing and Oiling Carriages and Waggons	·11	·09
Carriage and Waggon Repairs and Renewals	7·39	8·05
Traffic Expenses	29·09	29·81
Compensation—Personal	·04	·05
Do Goods and other property	·09	·12
General Charges	7·47	4·70
Gratuities to Widows and Children of Employees, and payments to Staff retired	·13	·05
Fire Insurance Fund	·03	·03
	100·	100·

APPENDIX VIII.

Return showing the Number of Passengers, Tonnage of Goods, Earnings, Working Expenses, Train Mileage, Percentage of Working Expenses to Gross Earnings, Net Earnings, Capital spent on Lines open, and Interest on Capital Invested each year, from 1855 to 1918, inclusive.

Year.	Miles of Line.	Number of Passengers.	Tonnage of Goods and Live Stock.	Earnings from Coaching, Rents, &c.	Earnings from Goods and Live Stock Traffic.	Total Earnings.	Working Expenses.	Train Mileage.	Earnings per Train Mile.	Working Expenses per Train Mile.	Percentage of Working expenses to Gross Earnings.	Earnings, after paying Working Expenses.	Total Capital expended on Lines open.	Percentage of profit to Total Capital Invested.
	Miles.	No.	Tons.	£	£	£	£	No.	d.	d.	%	£	£	%
1855	14	98,846	140	9,093	156	9,249	5,959	14,107	157·34	101·37	64·43	3,290	515,347	·63
1856	23	350,724	2,469	29,526	2,757	32,283	21,788	68,371	113·32	76·48	67·49	10,495	683,217	1·53
1857	40	329,019	20,847	34,970	8,417	43,387	31,337	107,822	96·58	69·75	72·23	12,050	1,023,838	1·17
1858	55	376,492	33,385	45,858	16,451	62,309	43,928	141,495	105·69	74·51	70·50	18,381	1,231,867	1·49
1859	55	425,877	43,020	46,502	15,258	61,760	47,598	147,618	100·41	77·38	77·07	14,162	1,278,416	1·10
1860	70	551,044	55,394	45,428	16,841	62,269	50,427	174,249	83·37	67·52	80·98	11,842	1,422,672	·83
1861	73	595,591	101,130	49,637	25,367	75,004	61,187	214,881	83·77	68·34	81·58	13,817	1,536,032	·89
1862	97	642,431	205,139	62,096	41,775	103,871	68,725	274,565	90·79	60·07	66·16	35,146	1,907,807	1·84
1863	124	627,164	218,535	71,297	52,644	123,941	96,867	315,177	94·38	73·76	78·16	27,074	2,466,950	1·09
1864	143	693,174	379,661	81,487	66,167	147,654	103,715	415,422	85·30	59·92	70·24	43,939	2,631,790	1·66
1865	143	751,587	416,707	92,984	73,048	166,032	108,926	483,446	82·42	54·07	65·60	57,106	2,746,373	2·07
1866	143	668,330	500,937	85,636	82,899	168,535	106,230	490,475	82·49	51·99	63·64	62,305	2,786,094	2·23
1867	204	616,375	517,022	87,564	101,508	189,072	117,324	600,751	82·02	46·87	62·08	71,748	3,282,320	2·18
1868	247	714,563	596,514	99,408	124,951	224,359	144,201	768,529	70·06	45·03	64·29	80,158	4,060,950	1·97
1869	318	759,635	714,113	109,427	155,548	264,975	176,362	893,552	71·17	47·37	66·57	88,613	4,681,329	1·89
1870	339	776,707	766,523	117,854	189,288	307,142	206,003	901,139	81·81	54·86	67·08	101,139	5,566,092	1·81
1871	358	759,062	741,986	129,496	225,826	355,322	197,065	931,333	91·57	50·79	55·46	158,257	5,887,258	2·68
1872	398	753,910	825,360	164,862	260,127	424,989	207,918	1,036,255	98·43	48·15	48·92	217,071	6,388,727	3·39
1873	403	875,602	923,788	178,216	306,020	484,236	238,035	1,109,879	104·71	51·47	49·16	246,201	6,739,918	3·65
1874	403	1,085,501	1,070,938	188,595	347,980	536,575	257,703	1,249,233	103·09	49·51	48·03	278,872	6,844,546	4·07
1875	437	1,288,225	1,171,354	205,941	408,707	614,648	296,174	1,472,204	100·20	48·28	48·18	318,474	7,245,379	4·39
1876	509	1,727,730	1,244,131	233,870	459,355	693,225	339,406	1,688,964	98·50	48·22	48·96	353,819	7,990,601	4·42
1877	598	2,957,144	1,430,041	271,588	544,332	815,920	418,985	2,106,802	92·95	47·73	51·35	396,935	8,883,177	4·46
1878	688	3,705,733	1,625,886	306,308	596,681	902,989	536,988	2,655,176	81·62	48·54	59·47	366,001	9,784,645	3·74
1879	734	4,317,864	1,720,815	319,950	632,416	952,366	604,721	2,932,463	77·94	49·49	63·49	347,645	10,406,495	3·34
1880	849	5,440,138	1,712,971	390,149	770,868	1,161,017	647,719	3,239,462	86·02	47·99	55·79	513,298	11,778,819	4·35
1881	995	6,907,312	2,033,850	488,675	955,551	1,444,226	738,334	3,923,929	88·33	45·16	51·12	705,892	13,301,597	5·30
1882	1,268	8,984,313	2,619,427	587,825	1,111,038	1,698,863	934,635	4,851,157	84·05	46·24	55·02	764,228	15,843,616	5·13
1883	1,320	10,272,037	2,864,566	661,751	1,269,713	1,931,464	1,177,788	5,937,261	78·07	47·61	60·97	753,676	16,905,014	4·48
1884	1,618	11,253,109	3,124,425	745,665	1,340,572	2,086,237	1,301,259	6,403,041	78·19	48·77	62·37	784,978	20,080,138	4·20
1885	1,732	13,506,346	3,273,004	830,904	1,343,464	2,174,368	1,458,153	6,638,399	78·61	52·72	67·06	716,215	21,831,276	3·37
1886	1,889	14,881,604	3,218,582	849,253	1,310,817	2,160,070	1,492,992	6,479,265	80·01	55·30	69·12	667,078	24,071,454	2·90
1887	2,036	14,451,303	3,339,253	850,499	1,357,796	2,208,295	1,457,760	6,472,107	81·88	54·05	66·01	750,535	26,532,122	2·96
1887–88	2,114	15,174,115	3,399,772	918,975	1,376,149	2,295,124	1,530,551	6,689,313	82·34	54·91	66·69	764,573	27,722,748	2·85
1888–89	2,171	16,086,223	3,485,839	1,025,601	1,512,876	2,538,477	1,634,602	7,641,769	79·72	51·34	64·39	903,875	29,839,167	3·14
1889–90	2,182	17,071,945	3,788,950	1,059,791	1,573,295	2,633,086	1,665,835	8,008,826	78·90	49·91	63·26	967,251	30,555,123	3·17
1890–91	2,182	19,037,760	3,802,849	1,177,037	1,797,384	2,974,421	1,831,371	8,410,421	84·88	52·26	61·57	1,143,050	31,768,617	3·59
1891–92	2,185	19,918,916	4,296,713	1,189,231	1,918,065	3,107,296	1,989,252	8,356,096	89·25	57·13	64·02	1,118,044	33,312,608	3·36
1892–93	2,351	19,932,703	3,773,843	1,115,042	1,812,014	2,927,056	1,813,516	7,505,310	93·60	57·99	61·96	1,113,540	34,657,571	3·26
1893–94	2,501¼	19,265,732	3,493,919	1,047,029	1,766,512	2,813,541	1,666,842	7,169,785	94·18	55·80	59·24	1,146,699	35,855,271	3·25
1894–95	2,531¼	19,725,418	4,075,093	1,022,901	1,855,303	2,878,204	1,642,589	7,594,281	90·96	51·91	57·07	1,235,615	36,611,366	3·31
1895–96	2,531¼	21,005,048	3,953,575	1,043,922	1,776,495	2,820,417	1,626,888	7,719,618	87·68	50·58	57·68	1,193,529	36,852,194	3·24
1896–97	2,639½	22,672,924	4,567,041	1,098,696	1,916,046	3,014,742	1,676,218	8,130,405	88·99	49·48	55·60	1,338,524	37,369,205	3·59
1897–98	2,691¼	23,233,206	4,630,564	1,126,257	1,900,491	3,026,748	1,689,605	8,340,338	87·10	48·62	55·82	1,337,143	37,719,402	3·54
1898–99	2,706½	24,726,067	5,248,320	1,158,198	1,987,075	3,145,273	1,765,442	8,806,647	85·72	48·11	56·13	1,379,831	37,992,276	3·63
1899-1900	2,811¼	26,486,873	5,531,511	1,227,355	1,936,217	3,163,572	1,844,520	8,894,352	85·36	49·77	58·30	1,319,052	38,477,269	3·43
1900-1901	2,845½	29,261,324	6,398,227	1,370,530	2,203,249	3,573,779	2,118,201	10,763,697	79·68	47·23	59·27	1,455,578	38,932,781	3·78
1901-1902	3,025¾	30,885,214	6,467,552	1,403,744	2,264,942	3,668,686	2,342,369	11,649,059	75·58	48·26	63·85	1,326,317	40,565,073	3·29
1902-1903	3,138½	32,384,138	6,596,241	1,405,888	1,909,005	3,314,893	2,341,299	11,548,338	68·89	48·66	70·63	973,594	41,654,977	2·35
1903-1904	3,280¾	33,792,639	6,656,759	1,442,733	1,993,680	3,436,413	2,333,940	10,400,503	79·30	53·86	67·92	1,102,473	42,288,517	2·62
1904-1905	3,230¾	35,158,150	6,724,215	1,469,018	2,214,998	3,684,016	2,216,442	10,467,886	84·46	50·82	60·16	1,467,574	43,062,550	3·40
1905-1906	3,390	37,500,531	7,629,492	1,604,349	2,630,442	4,234,791	2,308,384	11,863,682	85·67	46·70	54·51	1,926,407	43,626,063	4·42
1906-1907	3,452¾	41,413,084	8,793,832	1,782,907	2,926,499	4,709,406	2,499,741	12,949,068	87·28	46·33	53·08	2,209,665	44,700,230	4·96
1907-1908	3,472½	47,487,030	10,175,389	1,896,720	3,047,414	4,944,134	2,714,839	14,251,052	83·26	45·72	54·91	2,229,295	45,683,484	4·88
1908-1909	3,623¼	52,051,556	9,298,929	2,059,050	2,969,400	5,028,450	2,952,824	15,074,144	80·06	47·01	58·72	2,075,626	47,612,666	4·45
1909-1910	3,643	53,644,271	8,393,038	2,189,767	3,295,948	5,485,715	3,276,409	15,468,026	85·12	50·84	59·73	2,209,306	48,925,348	4·58
1910-1911	3,760¾	60,919,628	10,355,565	2,451,976	3,590,229	6,042,205	3,691,061	17,003,697	85·27	52·09	61·09	2,351,144	50,971,894	4·67
1911-1912	3,831¾	70,706,728	10,910,553	2,772,676	3,718,797	6,491,473	4,169,591	18,521,320	84·12	54·03	64·23	2,321,882	53,514,903	4·41
1912-1913	3,930	79,490,012	11,666,250	3,038,771	3,710,214	6,748,985	4,644,881	19,184,247	84·43	58·11	68·82	2,104,104	57,653,778	3·76
1913-1914	3,967½	86,328,421	13,245,842	3,338,481	4,403,760	7,742,241	5,409,820	20,549,695	90·42	63·18	69·87	2,332,421	61,264,869	3·87
1914-1915	4,134¼	88,774,451	11,920,881	3,401,944	4,214,567	7,616,511	5,311,162	20,420,023	89·52	62·42	69·73	2,305,349	65,583,274	3·60
1915-1916	4,188	92,850,838	11,915,500	3,666,972	4,339,106	8,006,078	5,661,168	21,556,034	89·14	63·03	70·71	2,344,910	68,825,592	3·45
1916-1917	4,437	96,709,846	11,732,864	3,829,127	4,550,958	8,380,085	5,915,360	20,300,717	99·07	69·93	70·59	2,464,725	72,006,621	3·50
1917-1918	4,679¼	94,304,516	11,293,060	4,294,146	4,660,734	8,954,880	5,940,447	18,143,267	118·46	73·58	66·34	3,014,433	75,050,450	4·10

The accounts were made up to the 31st December in each year up to 1887, since that time up to the 30th June in each year.
From the 1st July, 1900, assisting miles have been calculated train miles.
The Sans Souci and Ashfield-Enfield Tramways—seven miles—previously incorporated with Railways, were transferred to Tramway mileage, 1st July 1901.

APPENDIX IX.

APPENDIX IX.

RETURN of the Total Amount paid for Wages in the various Branches of the Railways during the years ended 30th June, 1918 and 1917.

Branches.	Year ended 30th June—	
	1918.	1917.
RAILWAYS:—	£	£
Maintenance Branch	1,282,169	1,626,779
Locomotive "	1,731,207	2,066,243
Traffic "	923,298	955,682
TOTAL £	3,936,674	4,648,704

NOTE.—Includes all wages paid by the Department, whether on Maintenance or Capital. The latter amounted to £624,354 in 1918 and £1,026,029 in 1917.

APPENDIX X.

STATEMENT of all Staff employed on the Railways and Tramways of New South Wales in June, 1918, as compared with June, 1917.

Branch.	Year ended 30th June—					
	1918.			1917.		
	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.	No. of Salaried Staff.	No. of Wages Staff.	Total Staff.
RAILWAYS.						
Commissioners' and Secretary's Office	62	3	65	59	2	61
Chief Accountant's	116	1	117	108	1	109
Traffic Audit	152	3	155	147	3	150
Stores	125	159	284	121	174	295
Permanent-way	329	7,939	8,268	314	8,003	8,317
Locomotive	716	12,117	12,833	487	13,478	13,965
Traffic	2,878	7,546	10,424	2,874	7,523	10,397
Electrical	205	315	520	199	338	537
Signalling	92	672	764	93	743	836
General	195	615	810	188	461	649
	4,870	29,370	34,240	4,590	30,726	35,316
TRAMWAYS.						
Permanent-way	48	1,107	1,155	48	1,089	1,137
Traffic	458	4,621	5,079	355	5,084	5,439
Electrical	255	2,412	2,667	212	2,912	3,124
Stores	23	31	54	24	39	63
	784	8,171	8,955	639	9,124	9,763
TOTAL, RAILWAYS AND TRAMWAYS	5,654	37,541	43,195*	5,229	39,850	45,079

* Includes 5,483 men who are serving with the Expeditionary Forces as compared with 5,890 in June, 1917.

CONSTRUCTION BRANCH.

Salaried Staff	192	(including 51 who are serving with the Expeditionary Forces).
Wages Staff	750	(including 23 who are serving with the Expeditionary Forces).
Total	942	(including 74 who are serving with the Expeditionary Forces).

Average number of men employed (exclusive of Construction Branch) during the years ended 30th June, 1918 and 1917.

How employed.	1918.	1917.
RAILWAYS:—		
On working expenses	29,502	31,203
On capital	3,503	6,191
Total	33,005	37,394
TRAMWAYS:—		
On working expenses	8,497	9,454
On capital	231	317
Total	8,728	9,771
RAILWAYS AND TRAMWAYS:—		
On working expenses	37,999	40,657
On capital	3,734	6,508
TOTAL, RAILWAYS AND TRAMWAYS	41,733*	47,165

* Includes an average of 5,652 men serving with the Expeditionary Forces.

APPENDIX XI.

STATEMENT showing the dates of opening and length of line of the various sections of the Railways to the 30th June, 1918.

Date of opening.	From where opened.	To where opened.	Quadruple Line.	Three Lines.	Double Line.	Single Line.	Total Distance.
			m. c.	m. c.	m. c.	m. c.	m. c.
26 Sept., 1855...	Sydney	Parramatta	8 56½*		5 58¾		14 35¼
6 ,, 1855...	Redfern	Darling Harbour			1 49½		1 49½
26 ,, 1856...	Granville	Liverpool		1 8¾	7 55¾		8 64½
5 April, 1857...	Near Newcastle	East Maitland	14 41		2 47		17 8
9 Mar., 1858...	Near Newcastle	Newcastle			1 0		1 0
17 May, 1858...	Liverpool	Campbelltown			11 67¾		11 67¾
27 July, 1858..	East Maitland	West Maitland	2 16¼				2 16¼
2 ,, 1860...	West Maitland	Lochinvar	0 39¾		5 45¼		6 5
4 ,, 1860...	Parramatta	Blacktown			7 15¼		7 15¼
12 Dec., 1861..	Blacktown	Rooty Hill			3 64¾		3 64¾
24 Mar., 1862...	Lochinvar	Branxton			8 12½		8 12½
1 May, 1862...	Rooty Hill	South Creek			4 4¾		4 4¾
7 July, 1862...	South Creek	Penrith			4 60¼		4 60¼
1 Sept., 1862...	Campbelltown	Menangle			6 46¾		6 46¾
7 May, 1863...	Branxton	Singleton			0 11¾	14 27½	14 39¼
1 July, 1863...	Menangle	Picton			12 40		12 40
2 May, 1864...	East Maitland	Morpeth				3 47¾	3 47¾
1 Dec., 1864...	Blacktown	Richmond				16 19½	16 19½
1 Mar., 1867..	Picton	Mittagong				25 10¾	25 10¾
11 July, 1867..	Penrith	Weatherboard			26 37½		26 37½
2 Dec., 1867...	Mittagong	Sutton Forest			5 78	2 66¾	8 64¾
1 May, 1868 ..	Weatherboard	Mount Victoria			15 0¼		15 0¼
6 Aug., 1868...	Sutton Forest	Marulan			29 27¾		29 27¾
19 May, 1869...	Singleton	Muswellbrook				31 0½	31 0½
27 ,, 1869...	Marulan	Goulburn		0 76¾	18 73¾		19 70½
18 Oct., 1869...	Mount Victoria	Bowenfels			19 52½		19 52½
1 Mar., 1870...	Bowenfels	Wallerawang			0 70¾	6 52¼	7 43
1 July, 1870...	Wallerawang	Rydal			6 22¾		6 22¾
20 Oct., 1870...	Muswellbrook	Aberdeen				7 37¾	7 37¾
17 April, 1871...	Aberdeen	Scone				8 50½	8 50½
1 Aug., 1871...	Scone	Wingen				10 35¾	10 35¾
5 April, 1872...	Wingen	Murrurundi				12 78	12 78
22 ,, 1872...	Rydal	Locke's Platform			20 6¼		20 6¼
1 July, 1872...	Locke's Platform	Macquarie Plains			0 9¾	6 52½	6 62¼
4 Mar., 1873...	Macquarie Plains	Raglan				4 77½	4 77½
4 Feb., 1875...	Raglan	Kelso				2 68¼	2 68¼
	Rookwood Cemetery Branch					0 47	0 47
9 Nov., 1875...	Goulburn	Gunning			33 30½		33 30½
4 April, 1876...	Kelso	Bathurst				1 33½	1 33½
3 July, 1876...	Gunning	Bowning			31 40¼		31 40¼
1 Nov., 1876...	Bowning	Binalong			15 25½		15 25½
1 ,, 1876...	Bathurst	Blayney			12 58	18 25	31 3
12 Mar., 1877...	Binalong	Murrumburrah			21 48¼		21 48¼
19 April, 1877...	Blayney	Orange			7 56	12 29½	20 5½
13 Aug., 1877...	Murrurundi	Quirindi				25 8¼	25 8¼
1 Nov., 1877...	Murrumburrah	Cootamundra			20 6	5 34	25 40
2 April, 1878...	Cootamundra	Bethungra				16 31¼	16 31¼
6 July, 1878...	Bethungra	Junee				18 30¾	18 30¾
3 Sept., 1878...	Junee	North Wagga Wagga				17 36	17 36
14 Oct., 1878...	Quirindi	Tamworth West				37 26½	37 26½
25 Mar., 1879...	Werris Creek	Breeza				14 35¼	14 35¼
	Werris Creek, north fork					0 27¼	0 27¼
1 Sept., 1879...	North Wagga Wagga	South Wagga Wagga				4 49½	4 49½
11 ,, 1879...	Breeza	Gunnedah				26 4¼	26 4¼
1 June, 1880...	Orange	Wellington				55 33	55 33
1 Sept., 1880...	South Wagga Wagga	Gerogery				59 15¼	59 15¼
	Sandgate Cemetery Branch					0 34	0 34
1 Feb., 1881...	Wellington	Dubbo				31 26¼	31 26¼
3 ,, 1881...	Gerogery	Albury				18 39½	18 39½
28 ,, 1881...	Junee	Narrandera				60 59½	60 59½
28 ,, 1881...	Junee, north fork					0 31¼	0 31¼
1 Sept., 1881...	Narrandera	Darlington				38 16	38 16
9 Jan., 1882...	Tamworth West	Moonbi				12 1¼	12 1¼
1 Mar., 1882...	Darlington	Carrathool				34 8	34

* 1 mile 9¼ chains of this is Five Lines.

APPENDIX XI—*continued.*

Date of opening.	From where opened.	To where opened.	Quadruple Line.	Three Lines.	Double Line.	Single Line.	Total Distance.
			m. c.	m. c.	m. c.	m. c.	m. c.
10 Mar., 1882	Campbelltown	Camden	....	....	....	7 66½	7 66½
15 May, 1882	Wallerawang	Capertee	....	....	....	22 7¼	22 7¼
4 July, 1882	Carrathool	Hay	....	....	....	35 8½	35 8½
11 ,, 1882	Gunnedah	Boggabri	....	....	....	24 35¼	24 35¼
2 Aug., 1882	Moonbi	Uralla	....	....	....	51 46¾	51 46¾
1 Oct., 1882	Boggabri	Narrabri West	....	....	....	31 36	31 36
20 ,, 1882	Dubbo	Nevertire	....	....	....	63 6¾	63 6¾
3 Feb., 1883	Uralla	Armidale	....	....	....	14 64½	14 64½
9 June, 1883	Nevertire	Nyngan	....	....	....	36 1¾	36 1¾
14 ,, 1883	Albury	River Murray	....	....	1 40¾	....	1 40¾
3 Jan., 1884	Joppa Junction	Tarago	....	....	....	20 14½	20 14½
9 June, 1884	Capertee	Rylstone	....	....	....	30 78½	30 78½
19 Aug., 1884	Armidale	Glen Innes	....	....	....	63 52½	63 52½
2 Sept., 1884	Nyngan	Byrock	....	....	....	78 12½	78 12½
10 ,, 1884	Rylstone	Mudgee	....	....	....	31 65	31 65
16 ,, 1884	Narrandera	Jerilderie	....	....	....	65 0¼	65 0¼
15 Oct., 1884	Sydney	Hurstville	3 41½	....	5 54¾	....	9 16¼
4 Mar., 1885	Tarago	Bungendore	....	....	....	19 20¾	19 20¾
26 ,, 1885	Murrumburrah	Young	....	....	....	17 25	17 25
26 ,, 1885	Demondrille, south fork	....	....	....	....	0 16¾	0 16¾
3 Sept., 1885	Byrock	Bourke	....	....	....	48 30¾	48 30¾
21 Dec., 1885	Orange	Molong	....	....	....	23 25¾	23 25¾
21 Dec., 1885	Orange fork	....	....	....	....	0 28¾	0 28¾
26 ,, 1885	Hurstville	Sutherland	....	....	6 12	....	6 12
9 Mar., 1886	Sutherland	Waterfall	....	....	8 63¼	....	8 63¼
9 ,, 1886	Loftus Junction	National Park	....	....	....	1 14¾	1 14¾
1 June, 1886	Cootamundra	Gundagai	....	....	....	33 68	33 68
1 Sept., 1886	Glen Innes	Tenterfield	....	....	....	57 41¼	57 41¼
17 ,, 1886	Strathfield	Hornsby	1 12½	2 63	9 60¼	....	13 55¾
1 Nov., 1886	Young	Cowra	....	....	....	46 25½	46 25½
7 April, 1887	Hornsby	Hawkesbury	....	1 1½	13 50¾	....	14 52¼
21 June, 1887	Clifton	Wollongong	....	....	7 4¾	5 78¾	13 3½
15 Aug., 1887	Gosford	Waratah	....	1 45½	50 23¾	....	51 69¼
15 ,, 1887	Woodville and Islington loop		....	....	0 23¾	....	0 23¾
8 Sept., 1887	Bungendore	Queanbeyan	....	....	....	17 28	17 28
9 Nov., 1887	Wollongong	North Kiama	....	....	....	21 42¾	21 42¾
7 Dec., 1887	Queanbeyan	Michelago	....	....	....	30 1½	30 1½
16 Jan., 1888	Mullet Creek	Gosford	....	....	9 64	....	9 64
16 ,, 1888	Tenterfield	Wallangarra	....	....	....	11 61¼	11 61¼
13 Feb., 1888	Cowra	Blayney	....	....	....	46 62¾	46 62¾
3 Oct., 1888	Waterfall	Clifton	....	....	8 55¾	4 62¼	13 38
1 May, 1889	Brooklyn	Mullet Creek	....	....	4 67¾	....	4 67¾
31 ,, 1889	Michelago	Cooma	....	....	....	40 43½	40 43½
1 Jan., 1890	Hornsby	St. Leonards	....	....	10 45¾	....	10 45¾
1 July, 1890	Wollongong	Harbour	....	....	....	1 8¼	1 8¼
1 ,, 1891	Homebush loop	....	....	....	0 44¼	....	0 44¼
20 April, 1892	Railway Station	Yass	....	....	....	2 78	2 78
1 July, 1892	Nyngan	Cobar	....	....	....	81 20	81 20
3 Oct., 1892	Culcairn	Corowa	....	....	....	48 3	48 3
1 May, 1893	St. Leonards	Milson's Point	....	....	2 71	....	2 71
2 June, 1893	Kiama	Nowra	....	....	....	22 59½	22 59½
1 Sept., 1893	Cootamundra	Temora	....	....	....	38 28½	38 28½
18 Dec., 1893	Molong	Forbes	....	....	....	72 76¾	72 76¾
15 May, 1894	Lismore	Mullumbimby	....	....	....	38 57¾	38 57¾
24 Dec., 1894	Mullumbimby	Murwillumbah	....	....	....	25 1¼	25 1¼
1 Feb., 1895	Sydenham	Belmore	4 4¼	....	0 78¾	....	5 3
14 Oct., 1896	Jerilderie	Berrigan	....	....	....	21 66¼	21 66¼
15 Dec., 1896	Parkes	Bogan Gate	....	....	....	23 25¾	23 25¾
1 April, 1897	Narrabri Junction	Moree	....	....	....	62 53¼	62 53¼
1 ,, 1897	Narrabri Loop	....	....	....	....	0 39¾	0 39¾
26 May, 1897	Rookwood Cemetery—First	extension	....	....	....	0 72¾	0 72¾
1 Jan., 1898	Nevertire	Warren	....	....	....	12 29½	12 29½
1 Mar., 1898	Bogan Gate	Condobolin	....	....	....	39 34½	39 34½
16 Sept., 1898	Berrigan	Finley	....	....	....	14 4	14 4
7 ,, 1899	Broken Hill	Tarrawingee	....	....	....	40 7	40 7
15 ,, 1899	Tamworth West	Manilla	....	....	....	29 48¼	29 48¼
1 Feb., 1900	Moree	Gravesend	....	....	....	34 49¾	34 49¾
30 June, 1900	Sutherland	Woronora Cemetery	....	....	....	0 37	0 37
7 May, 1901	Koorawatha	Grenfell	....	....	....	32 24	32 24
8 July, 1901	The Rock	Lockhart	....	....	....	24 59	24 59

APPENDIX XI—*continued.*

Date of opening.	From where opened.	To where opened.	Quadruple Line.	Three Lines.	Double Line.	Single Line.	Total Distance.
			m. c.	m. c.	m. c.	m. c.	m. c.
1 Aug., 1901..	Clyde	Carlingford			1 22	3 17¼	4 39¼
2 Sept., 1901...	Byrock	Brewarrina				58 42	58 42
25 Nov., 1901...	Gravesend	Reedy Creek				36 32½	36 32½
26 ,, 1901...	Cobar	The Peak				4 6¾	4 6¾
10 Mar., 1902...	Reedy Creek	Inverell				24 63	24 63
22 April, 1902..	Goulburn	Crookwell				35 43	35 43
18 Sept., 1902...	Culcairn	Germanton				16 61	16 61
18 Feb., 1903...	Dubbo fork					0 23¼	0 23¼
18 ,, 1903...	Dubbo	Coonamble				95 56¼	95 56¼
12 Oct., 1903...	Gundagai	Mount Horeb				14 48½	14 48½
19 ,, 1903...	Lismore	Casino				18 14¾	18 14¾
2 Dec., 1903...	Mount Horeb	Tumut				16 66	16 66
2 ,, 1903...	Temora	Wyalong				41 26	41 26
9 ,, 1903...	Narrabri West	Burren Junction				51 7¾	51 7¾
3 July, 1905...	Burren Junction	Cryon				22 68¼	22 68¼
6 Nov., 1905...	Grafton	Casino				67 15¼	67 15¼
5 ,, 1906...	Temora	Ariah Park				20 24½	20 24½
3 Dec., 1906...	Burren Junction	Collarenebri East				42 44¼	42 44¼
6 Aug., 1907...	Bogan Gate	Trundle				15 45¾	15 45¾
10 April, 1908...	Waratah	New Line to Bullock Island			4 46¾		4 46¾
10 ,, 1908...	Islington fork	New Line to Bullock Island			0 23½		0 23½
15 June, 1908...	Rookwood Cemetery—Second extension					0 50¾	0 50¾
21 Sept., 1908...	Manilla	Barraba				32 2	32 2
7 Nov., 1908...	Cryon	Walgett				32 13	32 13
18 ,, 1908...	Ariah Park	Barellan				41 17¼	41 17¼
15 Dec., 1908...	Trundle	Tullamore				22 20½	22 20½
14 April, 1909...	Mudgee	Gulgong				20 18	20 18
14 ,, 1909 .	Belmore	Bankstown			3 30½		3 30½
25 June, 1910...	Casino	Kyogle				17 71¼	17 71¼
19 Sept., 1910..	Cowra	Canowindra				23 51	23 51
28 Nov., 1910...	Gulgong	Dunedoo				29 44¼	29 44¼
12 Dec., 1910...	Lockhart	Mucra				21 74½	21 74½
12 ,, 1910...	Narromine	Peak Hill				36 62¼	36 62¼
22 Mar., 1911...	Cootamundra fork				0 28	0 15½	0 43½
28 May, 1911...	Fassifern	Toronto				2 55	2 55
31 July, 1911...	Flemington	Abattoirs			2 13		2 13
14 Aug., 1911...	West Maitland	Dungog				32 41½	32 41½
9 Dec., 1911...	Mucra	Urana				14 15	14 15
20 April, 1912...	Cooma	Nimmitabel				24 26	24 26
11 Nov., 1912...	Lidcombe	Regent's Park				1 75¾	1 75¾
23 Dec., 1912...	Urana	Oaklands				16 55¾	16 55¾
4 Feb., 1913 ...	Dungog	Taree				82 75¼	82 75¼
29 Sept., 1913 ..	Moree	Garah				36 30½	36 30½
28 July, 1914...	Finley	Tocumwal				11 7½	11 7½
30 Sept., 1914...	Goobang Junction	Peak Hill				31 26¾	31 26¾
7 Dec., 1914...	Garah	Mungindi				40 51½	40 51½
12 Feb., 1915...	Galong	Boorowa				17 68¼	17 68¼
12 April, 1915...	Taree	Wauchope				47 37¼	47 37¼
26 ,, 1915...	Muswellbrook	Denman				15 68¾	15 68¾
30 Aug., 1915...	Raleigh	Coff's Harbour				13 23¾	13 23¾
12 Oct., 1915...	Glenreagh	South Grafton				27 18	27 18
11 April, 1916...	Campsie	Flemington			5 19¾		5 19¾
11 ,, 1916...	Flemington Goods Loops ..				0 77		0 77
29 May, 1916...	Glebe Island	Wardell Road			4 61		4 61
3 July, 1916...	Barellan	Griffith				32 37¼	32 37¼
31 ,, 1916...	Mt. Drummond Junction to sidings near Port Kembla					2 61	2 61
14 Aug., 1916..	Stockinbingal	Caragabal				51 12½	51 12½
17 Oct., 1916...	Tullamore	Tottenham				33 62	33 ·62
7 Dec., 1916...	Gosford	Gosford Racecourse				1 18¾	1 18¾
2 Apr., 1917...	Dunedoo	Binnaway				44 00	44 00
14 May, 1917...	Wagga Wagga	Humula				52 18	52 18
11 June, 1917...	Binnaway	Coonabarabran				30 55	30 55
1 July, 1917...	Wardell Road Fork				0 32½		0 32½
29 Oct., 1917...	Denman	Merriwa				35 6	35 6
13 Nov., 1917...	Wyalong	Cargelligo				70 36¼	70 36¼
27 ,, 1917...	Wauchope	Kempsey				30 52	30 52
7 Jan., 1918...	Cobar	C.S.A. Mines				7 4	7 4
1 Feb., 1918...	Meeks' Road Goods Loop				0 45¼		0 45¼
8 April, 1918...	Troy Junction	Merrygoen				59 30	59 30
8 ,, 1918...	Caragabal	Forbes				38 52½	38 52½
	Total		34 51¾	7 35½	533 64¼	4103 33½	4,679 25
	Sidings and Crossovers						953 62½

APPENDIX XII.

RAILWAYS.—Return of Rolling Stock, 30th June, 1918.

	LOCOMOTIVES.		COACHING.							MERCHANDISE.						DEPARTMENTAL STOCK.
	Engines.	Tenders.	Special and Sleeping Cars.	First Class.	Composites.	Second Class.	Brake-vans.	Horse-boxes, Carriage-trucks, &c.	Total.	Goods open.	Goods covered.	Meat-trucks.	Live Stock Trucks.	Brake-vans.	Total.	Loco. Coal, Ballast, &c., Wagons.
Stock on 30th June, 1918.........	(1) 1,282	1,039	121	421	213	904	136	289	(2) 2,084	15,798	985	428	2,929	557	(3) 20,697	(4) 1,737
Stock on 30th June, 1917.........	1,275	1,031	95	424	210	895	162	293	2,079	15,311	955	428	2,923	557	20,174	1,744

1. Locomotive Engine Stock.—Two new passenger tender engines ("NN" class), and six new goods tender engines ("TF" class), with a total tractive power of 251,442 lb., were added to the capital stock. Six passenger tender engines, four passenger tank engines, fifteen goods tender engines, and two goods tank engines were fitted with new boilers and practically rebuilt. One saddle tank engine was sold.

2. Coaching Stock.—Four second-class (MFX) and two composite (MCX) main line carriages, with a total carrying capacity of 406 persons, were added to the capital stock. Five first-class and sixteen second-class suburban cars were converted to Red Cross cars, two second-class suburban cars were converted to first-class, and one second-class suburban car to a composite car. One hearse was condemned and replaced by a new vehicle previously provided for the purpose. One kitchen car previously shown under "brake vans," and four Red Cross cars previously shown under "Horse-boxes, carriage-trucks, &c.," are now shown under "Special" cars. Twenty-five second-class express cars with brake end compartments previously shown as brake vans are now included in second-class cars. One second-class suburban car used as Westinghouse-brake instruction car now shown under "Horse-boxes, carriage-trucks, &c."

3. Goods Stock.—Three hundred and sixty-eight four-wheeled "S" wagons, one hundred and twenty-four bogie "E" wagons, sixteen four-wheeled cattle vans, and fifty bogie covered goods vans, with a total carrying capacity of 12,376 tons, were added to the capital stock. Sixty-nine four-wheeled "S" wagons, with a total capacity of 1,035 tons, were provided for renewals, and eighty-seven four-wheeled open wagons, two bogie open wagons, ten four-wheeled cattle vans, eighteen four-wheeled covered vans, and two powder vans, with a total carrying capacity of 927 tons, were condemned, and replaced by new vehicles provided for the purpose. One wheat flat was converted from a jib-carrying wagon and four open bogie wagons were converted to water wagons. Eighteen open bogie wagons were transferred from the Public Works Department.

4. Departmental Stock.—Nine ballast wagons and one accident-train wagon were condemned and replaced by goods vehicles provided for the purpose. Four water wagons were converted from open bogie goods vehicles, and one jib-carrying wagon was converted to a wheat flat.

APPENDIX XIII.

Statement showing additions to Railway Capital during the year ended 30th June, 1918.

	£	s.	d.	£	s.	d.
On Existing Lines—						
Rolling Stock..	352,060	19	0			
Additions to Lines, Stations, &c.	222,298	10	1			
Duplication and Deviation of Lines	440,131	7	7			
Towards Construction of Flemington to Belmore and Wardell Road to Glebe Island and Darling Island Railways............	214,254	7	10			
Equipment of Refreshment Rooms..	14,709	8	7			
Store Advance Account	172,000	0	0			
	1,445,454	13	1			
Less Credits..	6,675	5	9			
				1,438,779	7	4
Railway Construction—						
New Lines—						
Denman to Merriwa	321,940	4	8			
Wyalong to Cargelligo	282,217	19	10			
Wauchope to Kempsey	445,458	1	4			
Cobar to C.S.A. Mines	22,355	7	3			
Troy Junction to Merrygoen	168,446	10	4			
Caragabal to Forbes...	302,413	15	8			
Expenditure on lines open prior to 1st July, 1917	7,899	19	11			
,, unadvised in previous years..	6,077	16	3			
				1,556,809	15	3
Wharfage accommodation at Carrington and Salphide Wharves, Newcastle, taken over from the Public Works Department				48,239	15	10
				3,043,828	18	[illegible]

APPENDIX XIV.

STATEMENT showing the Capital Cost of the various sections of the Railways on the 30th June, 1918.

Lines opened for Traffic.	Length.		Total Cost.	Average Cost per Mile.
	m.	ch.	£	£
Darling Harbour Branch	1	49½	963,826	597,267
Sydney to Granville	15	38½	3,225,750	208,364
Flemington to Homebush Bay, Abattoirs Branch Line	2	13	98,253	45,437
Flemington to Belmore and Wardell Road to Glebe Island	11	75½	2,417,784	202,430
Lidcombe to Regent's Park	1	75¾	28,348	14,560
Clyde to Carlingford	4	39¼	33,898	7,543
Granville to Goulburn	122	72¾	4,268,710	34,730
Goulburn to Wagga	184	12	3,553,001	19,294
Wagga to River Murray	79	15½	956,912	12,083
Campbelltown to Camden	7	66½	46,386	5,923
Goulburn to Crookwell	35	43	160,194	4,507
Joppa Junction to Nimmitabel	151	54¼	1,535,879	10,125
Yass Tramway	2	78	20,230	9,825
Galong to Boorowa	17	68¼	127,172	7,123
Murrumburrah to Blayney	110	50	1,123,979	10,160
Koorawatha to Grenfell	32	24	117,873	3,649
Cowra to Canowindra	23	51	138,463	5,857
Cootamundra to Tumut	65	22½	538,479	8,248
Cootamundra to Temora	33	72	213,164	5,479
Temora to Barellan	61	41¾	213,109	3,463
Barellan to Griffith	32	37¼	123,615	3,807
Temora to Wyalong	41	26	140,478	3,399
Wyalong to Cargelligo	70	36¼	282,218	4,005
Stockinbingal to Caragabal	51	12½	265,331	5,186
Caragabal to Forbes	33	52½	168,447	4,357
Junee to Hay	168	43¼	1,030,814	6,115
Narrandera to Finley	100	70½	500,761	4,963
Finley to Tocumwal	11	7½	39,607	3,570
Wagga to Humula	52	18	340,054	6,511
The Rock to Oaklands	77	44¼	285,850	3,685
Culcairn to Corowa	48	3	235,448	4,901
Culcairn to Holbrook	16	61	60,914	3,633
Sydney to Nowra	97	55¼	4,321,636	44,237
Wollongong to Sidings near Port Kembla	2	61	46,914	16,982
Sydenham to Bankstown	8	33½	286,931	34,082
Granville to Penrith	20	72¼	627,661	30,927
Penrith to Bathurst	111	3¾	4,105,278	36,968
Bathurst to Dubbo	137	67¾	1,601,130	11,615
Dubbo to Bourke	225	51¾	1,377,616	6,105
Blacktown to Richmond	16	19½	184,223	11,341
Wallerawang to Dunedoo	134	53	1,211,967	9,000
Dunedoo to Coonabarabran	74	55	372,428	4,986
Orange to Forbes	96	51¼	675,976	6,994
Parkes to Condobolin	62	60¼	132,787	2,116
Parkes to Peak Hill	31	23¾	131,857	4,208
Bogan Gate to Tullamore	37	66¼	127,710	3,376
Tullamore to Tottenham	33	62	162,771	4,819
Dubbo to Coonamble	95	79½	272,508	2,838
Troy Junction to Merrygoen	59	30	302,414	5,093
Narromine to Peak Hill	36	62¼	120,114	3,265
Nevertire to Warren	12	29½	41,318	3,340
Nyngan to Cobar and The Peak	85	26¾	323,094	3,786
Cobar to C.S.A. Mine	7	4	22,355	3,170
Byrock to Brewarrina	58	42	160,962	2,750
Homebush to Waratah	95	57	3,577,826	37,380
West Maitland to Taree	115	36¾	1,641,452	14,216
Taree to Wauchope	47	37¼	534,853	11,268
Wauchope to Kempsey	30	52	445,458	14,533
Coff's Harbour to Raleigh	13	23¾	230,385	17,326
Glenreagh to South Grafton	27	18	298,830	10,976
Hornsby to Milson's Point	13	36¾	772,146	57,368
Gosford to Racecourse	1	18¾	15,633	12,664
Fassifern to Toronto	2	55	20,075	7,469
Newcastle to Wallan-garra	393	59¾	6,098,163	15,487
Bullock Island Branch	4	70¼	742,271	152,163
Morpeth Branch	3	47¾	61,482	17,093
Muswellbrook to Denman	15	68¾	46,896	2,956
Denman to Merriwa	35	6	321,940	9,178
Werris Creek to Narrabri West	96	58	640,696	6,623
Narrabri Junction to Inverell	158	78¼	511,951	3,220
Narrabri West to Walgett	106	9	329,336	3,103
Moree to Garah	36	30½	166,965	4,589
Garah to Mungindi	40	51½	198,667	4,888
Burren Junction to Collarenebri East	42	44¼	104,509	2,455
Tamworth West to Barraba	61	50¼	257,743	4,182
Murwillumbah to Grafton	149	9	1,395,610	9,359
Casino to Kyogle	17	71¼	90,077	5,034
Tarrawingee Tramway	40	7	32,929	821
Total mileage and cost	4,679	25	58,412,530	12,483
£				
Rolling-stock 13,418,199	....		16,637,920	3,556
Machinery 956,368				
Workshops 877,110				
Furniture 10,243				
Store Advance Account 1,376,000				
Total and average cost, all charges	4,679	25	75,050,450	16,039

APPENDIX XV.

STATEMENT of the Number of Bales of WOOL forwarded from Stations for years ended 30th June, 1918 and 1917.

Stations.	Number of Bales.		Stations.	Number of Bales.		Stations.	Number of Bales.	
	1918.	1917.		1918.	1917.		1918.	1917.
Darling Harbour	19,381	12,356	Culcairn	2,276	2,067	Warren	10,740	10,886
Alexandria	1,387	1,991	Holbrook	5,675	7,382	Nyngan	7,346	6,721
Granville to Towrang	20,048	16,913	Walla Walla	399	407	Hermidale	2,287	1,945
Camden Branch	318	344	Barrumbuttock	1,317	1,272	Boppy Mountain	1,459	1,005
Goulburn	5,473	5,487	Brocklesby	700	796	Cobar	6,639	5,185
Roslyn	1,483	1,738	Balldale	733	493	Girilambone	4,770	5,184
Crookwell	6,928	7,765	Corowa	156	46	Coolabah	1,761	1,868
Tarago	2,283	2,875	Gerogery	513	556	Byrock	3,033	2,096
Bungendore	3,873	4,329	Table Top	1,022	932	Brewarrina	12,239	8,520
Queanbeyan	4,503	4,604	Albury	8	695	Bourke	12,664	9,097
Michelago	1,842	2,198	Illawarra Line	55	94			
Cooma	10,431	10,846						
Nimmitabel	2,793	3,078	Parramatta to Raglan	6,765	5,904	Newcastle to Kempsey and Muswellbrook	2,265	2,435
Yarra	412	376	Piper's Flat	117	132	Denman	2,908	4,782
Breadalbane	2,014	2,881	Cullen Bullen	74	68	Merriwa	2,181	......
Gunning	4,945	4,566	Capertee	387	440	Aberdeen	1,094	1,543
Oolong	108	81	Clandulla	602	538	Scone	7,518	8,649
Jerrawa	297	249	Rylstone	2,155	1,946	Parkville	293	323
Coolalie	24	22	Lue	1,065	1,019	Wingen	478	560
Yass Junction	949	1,185	Mudgee	6,068	5,224	Blandford	2,871	3,380
Yass Town	5,572	5,179	Gulgong	3,238	2,906	Murrurundi	451	678
Bowning	3,105	3,014	Craboon	4,606	3,904	Ardglen	365	598
Goondah	96	51	Dunedoo	832	7,475	Willow Tree	3,888	4,558
Binalong	2,229	2,530	Merrygoen	2,863	32	Quirindi	11,128	10,369
Galong	948	919	Binnaway	2,411	144	Quipolly	102	152
Boorowa	5,889	5,715	Coonabarabran	3,274	6	Werris Creek	891	884
Cunningar	206	230	Kelso	2,576	2,573	Breeza	1,087	1,116
Harden	2,312	3,009	Bathurst	1,924	1,135	Curlewis	2,540	2,160
Murrumburrah	710	672	Perthville	1,870	2,010	Gunnedah	7,894	7,386
Demondrille	44	49	George's Plains	347	373	Emerald Hill	396	386
Nubba	349	234	Wimbledon	303	482	Boggabri	3,491	3,443
Wallendbeen	3,817	3,603	Newbridge	1,707	1,527	Baan Baa	540	553
Cootamundra	2,342	2,169	Blayney	1,040	919	Turrawan	137	291
Coolac	3,301	4,067	Carcoar	1,096	1,241	Narrabri West	1,594	2,000
Gundagai	4,065	4,488	Mandurama	1,742	1,878	Wee Waa	4,820	3,773
Mount Horeb	2,398	2,322	Lyndhurst	989	1,052	Merah North	3,502	3,232
Tumut	1,329	1,919	Swan Ponds	252	184	Burren Junction	5,413	4,789
Stockinbingal	5,482	1,216	Woodstock	2,860	2,757	Cryon	2,681	3,053
Milvale	......	1,968	Cowra	4,213	4,517	Walgett	19,018	19,032
Bribbaree	......	1,249	Canowindra	4,452	3,519	Rowena	5,763	4,526
Caragabal	2,727	2,005	Wattamondara	1,558	1,888	Collarenebri	8,907	8,355
Springdale	......	126	Koorawatha	525	594	Narrabri	2,534	3,171
Temora	2,330	2,416	Greenethorpe	1,756	1,018	Edgeroi	2,595	3,237
Ariah Park	1,092	232	Grenfell	4,802	4,859	Bellata	3,736	3,362
Mirrool	... ..	479	Monteagle	1,897	1,902	Gurley	4,700	5,513
Beckom	139	93	Young	4,537	4,507	Moree	12,734	15,579
Ardlethan	838	535	King's Vale	204	244	Ashley	4,864	5,260
Barellan	1,904	2,375	Millthorpe	482	440	Garah	7,265	6,909
Griffith	359	325	Springhill	522	713	Bunarba	7,332	6,758
Barmedman	1,199	763	Orange	1,280	1,540	Mungindi	3,130	1,859
Wyalong	9,143	6,931	Borenore	1,531	1,894	Biniguy	2,183	2,286
Ungarie	357	......	Molong	4,390	3,772	Gravesend	1,426	2,416
Cargellico	581	......	Manildra	1,745	1,314	Warialda	8,329	9,730
Frampton	812	733	Bumberry	310	294	Delungra	2,655	3,021
Bethungra	1,925	1,637	Cookamidgera	534	437	Mount Russell	803	981
Illabo	1,109	957	Parkes	3,978	3,322	Inverell	13,306	17,166
Junee Junction	1,628	2,482	Bogan Gate	2,328	1,824	Currabubula	2,444	2,554
Old Junee to Matong	3,057	2,776	Condobolin	16,800	14,464	Duri	496	526
Grong Grong	1,153	1,033	Trundle	3,220	2,332	West Tamworth	4,290	6,246
Narrandera	6,911	6,340	Tullamore	5,204	5,103	Attunga	1,452	2,026
Morundah	2,094	2,755	Tottenham	2,420	1,060	Manilla	6,720	9,067
Widgiewa	5,891	7,238	Forbes	10,341	10,395	Barraba	9,674	12,493
Jerilderie	6,754	3,990	Cullija	61	145	Tamworth	579	569
Berrigan	632	1,793	Mullion Creek	962	448	Nemingha	2,476	2,731
Finley	891	679	Kerr's Creek	100	548	Kootingal	2,388	3,852
Tocumwal	81	......	Euchareena	1,047	1,103	Woolbrook	1,251	1,533
Yanco	1,268	1,199	Store Creek	678	666	Walcha Road	7,336	10,049
Whitton	199	243	Stuart Town	184	178	Kentucky	1,852	2,542
Wilbriggie	7,514	5,449	Mumbil	1,122	1,234	Uralla	8,897	11,385
Bringagee	......	1,334	Dripstone	248	227	Armidale	9,043	11,607
Carrathool	5,642	7,158	Wellington	4,800	4,222	Black Mountain	524	608
Hay	4,717	3,973	Maryvale	446	254	Guyra	4,671	5,907
Harefield	584	585	Geurie	864	703	Ben Lomond	1,346	1,697
Bomen	151	465	Wongarbon	712	646	Glencoe	937	756
Wagga	6,181	5,353	Dubbo	4,480	4,226	Glen Innes	6,110	8,116
Humula	761	56	Eumungerie	1,941	1,646	Deepwater	2,430	2,663
Uranquinty	639	440	Gilgandra	3,080	2,277	Bolivia	176	209
The Rock	2,231	2,063	Curban	3,757	3,435	Tenterfield	395	498
Lockhart	2,675	2,607	Gular	6,320	5,092	Wallangarra	154	......
Boree Creek	1,894	951	Coonamble	22,173	19,538	Tarrawingee	4,947	5,721
Urana	1,956	1,834	Narromine	9,153	6,952	Menindie	385	......
Oaklands	800	1,136	Peak Hill	2,960	2,406	Kyogle	......	26
Yerong Creek	1,281	900	Trangie	7,701	6,098			
Henty	2,505	2,147	Nevertire	9,392	7,706	Total	779,336	763,534

APPENDIX XVI.

RETURN of Number of **LIVE STOCK** forwarded from Stations, for year ended 30th June, 1918.

Stations.	Number carried.				
	Horses.	Cattle.	Calves.	Sheep.	Pigs.
Darling Harbour	4,671	4,940	1,026	13,241	53,363
Flemington and Abattoirs	552	21,136	2,647	383,171	17,949
Auburn to Campbelltown	1,099	6,198	2,247	8,680	1,965
Camden Line	245	4,042	4,116	2,883	4,427
Menangle to Goulburn	1,440	39,784	4,456	184,628	5,038
Crookwell Branch	52	1,360	297	26,537	403
Tarago	13	3,926	48	16,300	19
Bungendore	20	2,555	213	27,186	55
Queanbeyan	85	712	96	21,649	122
Michelago	2	149	3	6,007	....
Cooma	76	1,400	53	61,158	96
Nimmitabel	107	2,045	1,215	16,522	....
Yarra to Yass	121	7,865	607	137,208	117
Bowning to Galong	23	1,104	1,155	32,909	74
Boorowa	32	869	....	10,001	1,215
Harden	174	3,096	705	33,280	854
Wallendbeen	9	166	....	39,500	24
Cootamundra	120	1,211	81	35,934	376
Coolac	10	689	....	15,377	169
Gundagai	219	1,708	51	28,430	4,024
Mount Horeb	10	321	100	5,298	570
Tumut	67	442	392	20,963	2,804
Stockinbingal	180	1,261	138	60,367	1,317
Caragabal	11	18	24	88,181	122
Temora	103	781	2	18,784	818
Ariah Park to Griffith	76	299	136	19,373	1,323
Barmedman	23	276	11	11,059	97
Wyalong	71	2,023	223	41,950	159
Ungarie and Cargelligo	10	640	....	21,071	54
Frampton to Junee	130	1,634	101	40,985	794
Old Junee to Matong	40	1,244	223	32,556	1,269
Grong Grong	21	512	162	6,700	182
Narrandera	140	3,155	18	27,046	312
Morundah	71	1,352	....	16,074	....
Widgiewa	73	500	....	42,860	50
Jerilderie to Tocumwal	163	373	....	31,851	713
Yanco	61	101	3	16,297	977
Whitton	75	225	1	15,324	263
Willbriggie	32	447	38	28,670	1,604
Carrathool	27	825	7	39,488	16
Hay	129	2,664	19	59,493	293
Harefield	1	....	....	6,313	38
Bomen	47	847	....	8,381	224
Wagga Wagga	1,246	6,090	302	48,696	3,567
Humula	9	88	....	16,829	313
Uranquinty	1	2	....	5,649	59
The Rock	196	1,187	32	17,957	371
Oaklands Branch	103	306	56	26,898	1,120
Yerong Creek	13	68	1	7,710	168
Henty	722	357	57	11,914	646
Culcairn	115	437	1	10,186	17
Holbrook	16	708	28	8,586	361
Corowa Branch	54	49	9	3,733	447
Gerogery to Albury	600	5,871	414	93,951	1,157
Canterbury	12	11	12	....	912
Illawarra Line	718	4,384	10,163	563	4,591
Parramatta to Raglan	1,168	15,633	4,143	22,836	2,586
Richmond Branch	848	786	986	89	1,662
Portland to Mudgee	349	3,097	318	21,791	2,534
Gulgong to Dunedoo	162	869	137	25,522	847
Merrygoen	54	105	....	13,193	20
Binnaway	8	87	....	3,163	131
Coonabarabran	7	128	8	9,548	71
Kelso	92	535	43	10,782	156
Bathurst	107	691	97	5,154	473
Perthville	2	....	....	830	....
George's Plains	1	....	....	1,293	....
Wimbledon	7	....	....	....	22
Newbridge	35	202	1	7,175	92
Blayney	73	455	65	11,153	407
Carcoar	16	290	50	10,981	....
Lyndhurst	6	212	8	5,254	89
Swan Ponds	....	....	....	2,080	50
Woodstock	26	666	74	23,908	454
Cowra	231	3,196	217	21,508	1,800
Canowindra	114	1,043	87	24,430	3,298
Wattamondara	2	1	....	2,506	59
Koorawatha	18	274	....	2,409	....
Greenethorpe	30	55	....	9,773	254
Grenfell	25	658	....	26,029	381
Monteagle	22	....	....	6,788	20
Young	140	458	135	18,585	968
Millthorpe	5	121	71	9,776	250
Orange	383	6,616	2,115	63,533	1,330
Borenore	41	1	....	279	9
Molong	108	616	178	21,454	505
Manildra	74	330	1	5,948	232
Cookamidgera	32	1	....	496	486
Parkes	105	732	2	19,125	1,248
Bogan Gate	34	489	15	25,052	475
Condobolin	157	2,776	15	47,693	103
Trundle	73	125	1	8,853	393
Tullamore	9	515	5	16,539	203
Tottenham	8	7	....	14,207	127
Forbes	187	2,411	172	61,554	715
Mullion Cr'k to Wellington	1,092	1,841	240	52,911	449
Geurie	144	829	175	20,375	405
Dubbo	209	1,669	626	21,595	555
Eumungerie	10	1	1	1,336	209
Gilgandra	93	2,081	86	19,985	1,136
Curban	30	1,288	982	26,506	100
Gular	64	4,190	104	77,082	302
Coonamble	250	9,332	368	293,108	467
Narromine	381	2,950	20	83,499	762
Peak Hill	62	1,013	93	14,495	212
Trangie	273	5,522	94	161,075	127
Nevertire	131	1,817	266	109,777	12
Warren	100	5,496	176	77,706	108
Nyngan	225	4,271	46	91,165	32
Hermidale	15	....	....	7,690	7
Boppy Mt.	1	5	1	5,907	31
Cobar	105	106	....	17,907	29
Girilambone	....	529	197	14,375	....
Coolabah	2	194	....	5,927	....
Byrock	10	364	2	17,186	....
Brewarrina	98	2,139	....	55,775	26
Bourke	190	10,167	197	62,203	15
Ryde and Milson's Point to West Maitland	2,733	4,911	5,468	11,550	15,451
Paterson to Kempsey	1,258	38,597	3,189	1,226	36,842
Raleigh to Coff's Harbour	1	94	6	190	2,561
Glenreagh to South Grafton	61	2	1	....	1,043
Farley to Singleton	2,197	26,203	10,125	7,990	11,016
Ravensworth	99	1,670	1,184	2,372	165
Muswellbrook	1,416	6,261	617	5,235	2,838
Denman	450	4,580	353	7,465	2,191
Merriwa	40	1,454	5	20,391	299
Aberdeen	3,316	5,067	243	9,605	2,417
Scone	851	7,843	1,018	14,370	1,656
Parkville	1	10	....	....	61
Wingen	85	311	327	2,543	71
Blandford	50	984	32	4,524	29
Murrurundi	3	301	184	1,731	13
Willow Tree	287	7,369	203	25,841	226
Quirindi	508	7,720	1,072	75,491	1,236
Werris Creek	128	1,330	405	11,718	35
Breeza	278	3,390	43	24,351	119
Curlewis	327	4,493	455	48,715	557
Gunnedah	1,072	4,225	281	46,941	1,370
Emerald Hill	10	637	193	15,946	363
Boggabri	121	2,238	277	42,380	793
Baan Baa	26	226	37	8,404	733
Narrabri West	73	368	28	10,690	429
Wee Waa	71	2,778	472	79,777	324
Merah North	1	1,977	....	44,316	....
Burren Junction	118	1,701	53	65,990	48
Cryon	147	359	39	58,190	363
Walgett	281	3,766	30	125,753	....
Rowena	18	960	1	70,344	203
Collarenebri	82	3,800	51	76,202	80
Narrabri	234	1,022	53	21,166	73
Edgeroi	1	....	....	92,145	....
Bellata	61	577	53	58,925	126
Gurley	45	1,773	....	39,483	....
Moree	511	16,144	1,074	105,030	....
Ashley	12	1,716	170	11,232	....
Garah	35	1,411	411	23,932	4
Bunarba	56	2,701	360	31,788	90
Mungindi	56	8,120	1	16,992	150
Biniguy	52	1,133	611	13,491	266
Gravesend	177	1,292	243	4,397	16
Warialda	69	8,155	111	15,406	95
Delungra	55	1,246	974	19,040	383
Mount Russell	6	10	....	2,098	893
Inverell	186	1,222	121	15,109	137
Currabubula	53	774	53	5,928	458
Duri	....	....	....	2,543	70
West Tamworth	1,564	11,784	956	23,355	2,397
Attunga	71	574	33	6,408	74
Manilla	109	1,925	....	10,351	80
Barraba	170	2,850	113	13,590	106
Nemingha to Kentucky	106	3,578	812	25,331	61
Uralla	52	3,093	57	19,180	23
Armidale	166	5,082	369	5,900	....
Black Mountain	10	93	2	862	18
Guyra	482	10,222	1,506	7,520	....
Ben Lomond	1	529	3	2,225	93
Glencoe	6	614	....	899	....
Glen Innes	130	13,601	841	7,681	245
Deepwater	25	1,137	40	1,847	....
Bolivia	4	2,124	888	296	33
Tenterfield	221	31,096	9,909	632	514
Wallangarra	292	11,283	242	6,160	137
Broken Hill	2	112	....	200	....
Tarrawinege	....	100	....	1,204	40
Grafton	371	681	3	....	54
Rappville	10	102	2	....	2,077
Casino	98	819	20	....	9,936
Kyogle	19	1,307	41	....	1,606
Lismore	279	2,656	274	414	13,274
Bexhill	13	857	190	....	7,623
Eltham	4	285	74	....	3,552
Bangalow	28	1,809	1,200	....	4,221
Byron Bay	61	129	26	3,185	11
Mullumbimby	65	757	373	....	5,013
Burringbar	13	351	199	....	3,359
Murwillumbah	62	2,925	86	....	6,405
Total, 1917-1918	44,832	549,834	93,163	5,397,417	292,617
Total, 1916-1917	50,631	634,310	82,314	5,737,402	238,878

APPENDIX XVII.

STATEMENT of Number of Bags of WHEAT forwarded from each Station for the years ended 30th June, 1918 and 1917.

Stations.	Number of bags.	
	1918.	1917.
Darling Harbour	1,350,374	658,235
Alexandria	6,067	18,233
Newtown	9,519	932
Petersham	......	180
Ashfield	2,000	301
Burwood	100	......
Strathfield	......	125
Homebush	7,466	......
Lidcombe	1,356	100
Auburn	100	......
Camellia	130	......
Bowral	......	200
Marulan	1,146	......
Towrang	26	64
Murray's Flats Wheat Site	35,622	......
Goulburn	724,266	......
Cook's Cutting Wheat Site	89,267	......
Breadalbane	231	262
Gunning	2,461	3,399
Oolong	293	623
Jerrawa	......	393
Bowning	1,529	4,931
Goondah	329	866
Binalong	22,404	25,711
Galong	35,394	94,195
Cunningar	30,308	57,142
Harden	12,512	30,316
Murrumburrah	5,798	9,677
Demondrille	......	158
Nubba	14,191	6,037
Wallendbeen	18,895	102,818
Cootamundra	81,270	79,550
Frampton	2,238	7,100
Bethungra	37,601	55,300
Illabo	98,171	177,787
Marinna	16,824	55,420
Junee Junction	24,233	19,232
Harefield	61,950	74,317
Bomen	21,306	26,896
Wagga	118,299	129,796
Uranquinty	72,127	103,891
The Rock	355,988	447,703
Yerong Creek	62,620	102,833
Henty	199,764	266,614
Culcairn	146,898	159,710
Gerogery	26,722	26,067
Table Top	14,422	22,357
Albury	7,218	6,939
Roslyn	774	91
Crookwell	195	232
Tarago	603	223
Bungendore	954	68
Michelago	459	3,263
Cooma	238	......
Boorowa	118,860	151,459
King's Vale	13,512	29,241
Young	27,945	175,270
Monteagle	143,325	192,402
Koorawatha	13,437	23,924
Greenethorpe	117,153	51,365
Grenfell	54,340	255,459
Stockinbingal	298,151	313,351
Milvale	2,483	408,076
Bribbaree	......	202,623
Caragabal	136,701	158,280
Springdale	......	18,771
Temora	220,757	416,876
Ariah Park	179,803	274,932
Mirrool	......	40,046
Beckom	107,322	175,725
Ardlethan	251,815	327,670
Barellan	208,704	147,082
Griffith	2,389	179
Ungarie	130,149	......
Cargelligo	7,364	......
Barmedman	182,794	200,636
Wyalong	284,167	223,007
Coolac	21,290	25,903
Gundagai	15,868	85,365
Tumut	377	723
Old Junee	166,384	249,445
Marrar	86,893	237,671
Coolamon	212,782	310,561
Ganmain	188,878	181,004
Matong	115,256	125,043
Grong Grong	129,372	94,353
Narrandera	84,646	41,156
Yanco	34,320	17,600
Whitton	4,871	6,386
Wilbriggie	9,619	7,393
Bringagee	......	420
Carrathool	36,912	35,255
Morundah	2,360	2,877
Widgiewa	5,995	8,947
Jerilderie	122,516	64,929
Berrigan	177,850	221,282
Finley	399,981	152,233
Tocumwal	500	3,160
Humula	21,226	......
Lockhart	387,973	241,640
Boree Creek	361,697	169,828
Urana	150,179	117,480
Oaklands	222,270	215,777
Holbrook	20,048	77,788
Walla Walla	83,165	146,259
Burrumbuttock	89,114	140,223
Brocklesby	162,056	199,705
Balldale	175,274	332,837
Hopefield	......	54,053
Corowa	6,106	70,339
Canterbury	1,549,381	......
Rockdale	318	......
Wollongong	200	250
Parramatta	260	2,166
Blacktown	......	159
Marrangaroo Wheat Site.	13,603	......
Tarana	550	1,441
Wambool	180	369
Brewongle	1,065	2,874
Raglan	1,445	1,733
Kelso	173	8
Bathurst	9,871	4,176
Perthville	......	488
George's Plains	......	2,839
Newbridge	2,532	3,369
Blayney	985	2,163
Millthorpe	20	144
Spring Hill Wheat Site.	8,784	......
Orange	1,135	11,215
Orange Triangle Wheat Site.	413	......
Mullion Creek	......	110
Euchareena	1,206	3,432
Store Creek	834	837
Stuart Town	405	957
Mumbil	3,796	17,139
Dripstone	18,735	8,118
Wellington	115,549	82,068
Mary Vale	57,375	32,239
Geurie	125,091	74,497
Wongarbon	26,755	22,258
Eulomogo	12,213	5,354
Dubbo	89,099	66,398
Minore	27,189	......
Narromine	171,045	79,769
Trangie	29,787	18,958
Nevertire	100	681
Nyngan	......	588
Rylstone	2,387	2,642
Lue	1,829	4,826
Mudgee	42,793	54,744
Gulgong	66,902	43,966
Craboon	59,565	27,244
Dunedoo	32,989	77,590
Merrygoen	57,865	16,062
Binnaway	36,929	18,391
Coonabarabran	11,270	......
Carcoar	131	248
Mandurama	3,556	2,958
Lyndhurst	2,518	690
Swan Ponds	1,369	699
Woodstock	23,565	68,710
Cowra	106,313	196,511
Canowindra	71,434	337,266
Wattamondara	52,384	113,730
Borenore	5,225	......
Molong	111,423	152,040
Manildra	141,426	113,939
Bumberry	13,061	33,893
Cookamidgera	37,974	16,568
Parkes	301,639	210,513
Daroobalgie	9,277	......
Forbes	74,058	404,161
Bogan Gate	182,494	151,763
Trundle	101,625	68,693
Tullamoro	92,829	23,384
Tottenham	17,206	13,430
Condobolin	11,984	15
Eumungerie	131,800	97,865
Gilgandra	144,020	33,104
Curban	85,926	56,115
Gular	6,302	6,019
Coonamble	5,415	8,398
Elong Elong	72,374	......
Peak Hill	86,220	99,874
Epping	......	180
Thornleigh	2	......
Cockle Creek	329	......
Newcastle	3,037	2,263
Hamilton	705	180
East Maitland	209	150
Branxton	120	......
Whittingham	......	80
Singleton	......	100
Glennie's Creek	......	19
Ravensworth	......	225
Aberdeen	......	274
Scone	489	766
Parkville	1,206	1,820
Blandford	101	409
Murrurundi	......	41
Willow Tree	19,214	11,504
Quirindi	11,284	7,224
Quipolly	3,366	5,646
Werris Creek	4,378	5,855
Currabubula	3,985	29,386
Duri	49,258	68,639
West Tamworth	45,164	72,134
Tamworth	810	4,650
Nemingha	26,666	29,728
Kootingal	5,656	8,744
Armidale	125	......
Black Mountain	165	......
Glencoe	239	54
Bolivia	255	158
Tenterfield	97	2,276
Wallangarra	......	3,204
Denman	187	1,476
Merriwa	2,323	......
Breeza	40,985	51,100
Curlewis	36,443	62,236
Gunnedah	35,034	37,692
Emerald Hill	14,217	30,671
Boggabri	23,802	53,094
Baan Baa	8,663	26,715
Turrawan	10,015	10,280
Narrabri West	2,269	5,544
Wee Waa	10,292	10,184
Narrabri	3,088	30,761
Edgeroi	1,767	2,336
Bellata	1,233	2,752
Moree	173	116
Biniguy	7,272	10,262
Gravesend	8,033	15,821
Warialda	6,508	11,477
Delungra	8,366	21,108
Mount Russell	21,443	30,301
Inverell	......	20,257
Attunga	21,466	25,793
Manilla	38,519	80,127
Barraba	6,857	10,207
Total	14,663,531	13,945,233

APPENDIX XVIII.

STATEMENT of **COAL, COKE, and SHALE** forwarded from the various Collieries during the years ended 30th June, 1918 and 1917.

Collieries.	Year ended 30th June.				Increase.		Decrease.	
	1918.		1917.		1918.		1918.	
Coal and Coke.	tons.	£	tons.	£	tons.	£	tons.	£
A.A. Company	......	......	5,741	150	......	......	5,741	150
Aberdare	643,518	40,761	643,826	35,936	......	4,825	308	......
Aberdare Central	127	11	......	......	127	11	......	......
Aberdare Junction	2,277	972	690	253	1,587	719	......	......
Aberdare Extended	10,769	871	10,177	752	592	119	......	......
Abermain	374,010	26,099	455,374	27,425	......	......	81,364	1,326
Awaba	250	85	......	......	250	85	......	......
Ashtonfields (Thornton)	8,090	693	4,118	418	3,972	275	......	......
Bellbird	215,942	15,834	247,586	14,274	......	1,560	31,644	......
Black Jack (Gunnedah)	8,412	2,231	8,762	1,944	......	287	350	......
Bullock Island	2,943	196	2,886	651	57	......	......	455
Burwood Extended	40,358	3,674	20,991	2,653	19,367	1,021	......	......
Burwood No. 3	69,240	3,053	127,362	4,935	......	......	58,122	1,882
Borehole	112,861	14,097	94,768	17,148	18,093	......	......	3,051
Caledonia	24,278	4,597	13,241	4,114	11,037	483	......	......
Cessnock	26,994	6,450	8,700	4,198	18,294	2,252	......	......
Co-operative	46,936	2,309	41,767	1,981	5,169	328	......	......
Centenary (Curlewis)	1,907	380	643	169	1,264	211	......	......
Donaldson's (Toronto)	8,613	1,691	4,984	1,491	3,629	200	......	......
Dudley	88,382	5,164	116,328	5,645	......	......	27,946	481
Dulwich (Nundah)	1,061	151	662	78	399	73	......	......
East Maitland	73	25	174	20	......	5	101	......
Ellermore	11,524	2,053	13,906	1,837	......	216	2,382	......
Greta Central	21,447	1,943	17,460	1,573	3,987	370	......	......
Greta East	6,351	500	2,305	149	4,046	351	......	......
Greta South	57,677	7,415	69,690	18,104	......	......	12,013	10,689
Greta New (Broxburn)	34,890	3,321	29,989	2,162	4,901	1,159	......	......
Hebburn	310,177	17,754	371,749	18,721	......	......	61,572	967
Hexham	31,518	2,008	54,164	2,833	......	......	22,646	825
Jesmond	18,187	804	22,254	890	......	......	4,067	86
Kootingal	......	......	29	3	......	......	29	3
Lambton	35,022	1,392	41,403	1,394	......	......	6,381	2
Lambton B	7,826	479	2,748	114	5,078	365	......	......
Lambton North	5,549	423	7,980	401	......	27	2,431	......
Lambton New	73,494	2,870	71,435	2,790	2,059	80	......	......
Minmi (Duckenfield)	33,514	1,567	19,496	833	14,018	734	......	......
Muswellbrook	15,680	4,746	11,633	3,038	4,047	1,708	......	......
Neath	115,043	7,510	137,156	7,594	......	......	22,113	84
New Tunnel	17,919	1,819	......	......	17,919	1,819	......	......
Newcastle	75,093	3,450	85,984	4,132	......	......	10,891	682
Northern Extended	51,240	11,035	61,015	10,132	......	903	9,775	......
Northumberland	51,812	8,717	55,968	7,836	......	881	4,156	......
Pacific Co-operative	91,746	16,534	85,028	14,095	6,718	2,439	......	......
Pelaw Main	214,782	12,206	180,940	9,850	33,842	2,356	......	......
Pelton	961	63	......	......	961	63	......	......
Preston	8	1	......	......	8	1	......	......
Purified	18,124	1,210	18,206	1,136	......	74	82	......
Ralston's	......	......	97	6	......	......	97	6
Rhonda	25,102	2,051	23,162	1,229	1,940	822	......	......
Richmond Main	13,327	685	662	92	12,665	593	......	......
Rosedale	374	133	2,806	918	......	......	2,432	785
Rothbury	128,220	11,629	209,235	16,865	......	......	81,015	5,236
Rix's Creek	......	......	3,434	737	......	......	3,434	737
Seaham	165,692	11,082	205,867	12,118	......	......	40,175	1,036
Shortland	24,723	1,255	23,784	982	939	273	......	......
Stanford Merthyr	229,171	15,288	248,204	14,111	......	1,177	19,033	......
Teralba Company	192	10	1,695	95	......	......	1,503	85

APPENDIX XVIII—*continued.*

Collieries.	Year ended 30th June.				Increase.		Decrease.	
	1918.		1917.		1918.		1918.	
Coal and Coke—*continued.*	tons.	£	tons.	£	tons.	£	tons.	£
Weston	3,207	372	4,408	346	......	26	1,201	......
Wallsend	205	45	751	68	......	......	546	23
Wallsend C	172,204	8,132	176,732	6,772	......	1,360	4,528	......
Wallsend Tunnel	......	......	16,736	1,345	......	......	16,736	1,345
Wallsend South (Lymington)	63,026	3,216	53,440	2,920	9,586	296	......	......
Wallsend West	145,765	7,087	144,303	6,235	1,462	852	......	......
Waratah	90,704	2,806	94,394	2,562	......	244	3,690	......
West Maitland	1,253	395	1,582	308	......	87	329	......
Whitburn	77,657	6,197	121,291	30,816	......	......	43,634	24,619
Wilga (Breeza)	208	61	126	42	82	19	......	......
Total, North	4,127,655	309,613	4,502,027	332,419	208,095	31,749	582,467	54,555
Bellambi	82,135	12,276	62,742	6,264	19,393	6,012	......	......
Bulli Coal Company	33,074	10,710	22,006	5,672	11,068	5,038	......	......
Carlos Gap	540	213	......	......	540	213	......	......
Coal Cliff	79,905	14,061	77,728	11,873	2,177	2,188	......	......
Coledale	111,223	29,945	115,870	24,839	......	5,106	4,647	......
Corrimal	101,821	12,230	112,829	11,132	......	1,098	11,008	......
Great Western (Tyldesley)	16,771	6,921	11,648	4,831	5,123	2,090	......	......
Invincible	98,483	48,657	78,626	33,578	19,857	15,079	......	......
Irondale	30,038	18,598	28,081	13,028	1,957	5,570	......	......
Kandos	17,890	11,247	4,404	1,202	13,486	10,045	......	......
Katoomba	45	9	39	8	6	1	......	......
Kirton's	134,130	15,543	143,691	11,033	......	4,510	9,561	......
Lithgow Coal Association	361,343	131,918	408,704	151,137	......	......	47,361	16,219
Metropolitan	93,771	12,526	96,062	11,855	......	671	2,291	......
Mortomain	6,139	2,490	......	......	6,139	2,490	......	......
Mount Kembla	56,014	2,349	17,247	215	38,767	2,134	......	......
Mount Keira	67,605	9,838	165,058	17,539	......	......	97,453	7,701
Mount Pleasant	53,611	14,867	49,134	12,906	4,477	1,961	......	......
Newnes	163	37	337	53	......	......	174	16
Port Kembla	......	......	3,916	673	......	......	3,916	673
Scarborough	42,614	7,738	116,018	16,503	......	......	73,404	8,765
Scarborough Tunnel	81,827	12,056	5,979	747	75,848	11,309	......	......
Vulcan	70	35	578	269	......	......	508	234
Wallerawang	6,273	1,191	4,045	389	2,228	802	......	......
Woonona	23	2	......	......	23	2	......	......
Wangawilla	13,173	6,866	......	......	13,173	6,866	......	......
Total, South and West	1,488,681	385,323	1,524,742	335,746	214,262	83,185	250,323	33,608
Total, Coal and Coke	5,616,336	694,936	6,026,769	668,165	422,357	114,934	832,790	88,163
Shale.								
Torbane	......	......	1,212	247	......	......	1,212	247
Total, Reconsigned	80,494	40,419	24,508	5,412	55,986	35,007	......	......
GRAND TOTAL	5,696,830	735,355	6,052,489	673,824	478,343	149,941	834,002	88,410

APPENDIX XX.

RETURN of EARNINGS and EXPENDITURE at each Station for the year ended 30th June, 1918.

Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expenditure.	No. of Passengers' journeys.	Earnings from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Earnings from Goods and Live Stock.	Total Earnings.		Increase.	Decrease.	Stations.
		1918.	1918.	1918.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks	In. Trucks	1918.	1918.	1917.	1918.	1918.	
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
City	18	3,654 11 9	1,339,120	480,341 15 11	......	......	......	......	....	....	....	....	..	..	....	480,341 15 11	430,702 4 2	49,639 11 9	....	City
Central	874	135,304 12 1	8,537,584	874,250 13 7	......	......	......	......	....	....	....	....	..	..	....	874,250 13 7	812,763 19 7	61,486 14 0	....	Central.
Darling Harbour	667	90,036 15 7	......	....	546,293	1,032,020	12,066	549,434	12,412	107,820	19,381	672,558	522	804	905,076 6 6	905,076 6 6	1,225,715 13 2	....	320,639 6 8	Darling Har.
Redfern	40	6,077 2 5	618,800	8,613 13 3	2,542	1,793	29	28	640	....	....	....	..	..	556 12 11	9,170 6 2	9,918 2 7	....	747 16 5	Redfern.
Alexandria	110	14,928 11 4	......	....	91,770	314,493	403	39,386	25,773	27,966	1,387	944	6,435	21,371	180,119 0 3	180,119 0 3	158,446 10 1	21,672 10 2	....	Alexandria.
Macdonaldtown	5	685 3 5	123,821	1,011 0 8	......	......	......	......	....	....	....	....	..	..	....	1,011 0 8	1,319 4 8	....	308 4 0	M'donaldtown.
Newtown	24	2,993 19 0	928,100	11,094 8 8	21,947	67,914	286	40,952	33	14,328	....	....	242	589	36,477 9 1	47,571 17 9	39,955 1 10	7,616 15 11	....	Newtown.
Stanmore	11	1,704 1 11	1,264,950	11,583 4 8	......	......	......	......	....	....	....	....	..	..	....	11,583 4 8	11,569 1 5	14 3 3	....	Stanmore.
Petersham	28	4,329 8 9	2,150,688	19,084 6 7	3,813	37,551	145	17,225	68	11,447	....	....	133	494	13,679 16 5	32,764 3 0	31,056 7 11	1,707 15 1	....	Petersham.
Lewisham	9	1,592 8 0	1,264,849	12,378 0 10	......	......	......	......	....	....	....	....	..	..	....	12,378 0 10	12,369 0 4	0 6	....	Lewisham.
Summer Hill	14	2,313 13 7	2,857,000	27,068 10 3	......	......	......	......	....	....	....	....	..	..	....	27,068 10 3	25,828 0 5	1,240 9 10	....	Summer Hill.
Ashfield	25	3,814 17 7	3,102,916	34,330 15 2	1,358	17,170	215	6,981	208	12,553	....	....	60	376	5,668 8 10	39,999 4 0	37,249 3 3	2,750 0 9	....	Ashfield.
Croydon	12	2,029 10 11	2,049,741	22,235 1 0	......	......	......	......	....	....	....	....	..	..	....	22,235 1 0	20,788 16 8	1,446 4 4	....	Croydon.
Burwood	16	2,676 19 4	2,666,410	34,593 11 10	3,107	18,826	2,971	9,810	54	20,004	....	....	100	630	7,697 3 3	42,290 15 1	39,427 13 4	2,863 1 9	....	Burwood
Strathfield	43	6,573 8 7	2,537,387	45,334 0 2	15,357	27,702	28	6,059	....	15	....	....	..	24	19,904 15 4	65,238 15 6	58,788 10 1	6,450 5 5	....	Strathfield.
Homebush	23	3,289 10 9	850,804	10,863 11 1	14,933	29,291	37	2,064	666	9,142	....	....	462	813	8,819 9 4	19,683 0 5	18,939 5 3	743 15 2	....	Homebush.
Flemington	34	4,889 11 6	293,792	3,398 8 11	3,942	705	46	2,697	....	1,237	....	....	7	103	325,833 0 8	329,231 9 7	273,210 16 4	56,020 13 3	....	Flemington.
Abattoirs	6	880 12 1	8,991	110 12 3	106,060	2,880	....	11,117	10	4,389	....	....	1	..	21,382 0 1	21,492 12 4	12,465 11 11	9,027 0 5	....	Abattoirs.
Lidcombe	21	2,854 17 11	1,581,614	19,208 18 7	4,611	11,369	22	9,321	....	10,678	....	....	17	143	4,449 14 3	23,658 12 10	21,868 17 7	1,789 15 3	....	Lidcombe.
Auburn	16	2,668 0 6	1,909,311	26,613 5 11	2,435	12,649	6	5,893	73	3,650	....	....	25	247	4,700 18 10	31,314 4 9	30,672 5 4	641 19 5	....	Auburn.
Clyde	131	13,673 11 9	341,938	4,743 3 5	48,679	54,807	271	13,410	26	1,092	....	....	..	2	33,288 18 3	38,032 1 8	40,461 12 11	....	2,429 11 3	Clyde.
Granville	32	4,533 19 6	1,404,559	22,296 7 4	3,027	12,221	25	2,011	107	911	12	38	19	175	3,598 16 4	25,895 3 8	23,678 0 11	2,217 2 9	....	Granville.
Merrylands	6	965 5 8	411,596	5,537 15 11	28,343	10,793	27	11,081	460	37,672	....	....	3	37	17,562 8 0	23,100 3 11	20,270 7 11	2,829 16 0	....	Merrylands.
Guildford	6	850 9 1	556,293	8,459 13 5	93	4,073	......	584	....	1,099	....	....	..	21	908 15 1	9,368 8 6	8,652 7 8	716 0 10	....	Guildford.
Fairfield	12	1,457 13 5	545,320	9,492 12 6	3,103	9,167	13	1,382	250	1,510	1,487	2,018	5	140	2,532 10 7	12,025 3 1	10,915 4 3	1,109 18 10	....	Fairfield.
Canley Vale	5	508 19 0	232,156	3,881 13 3	480	2,772	14	137	....	550	12	....	1	19	624 6 2	4,505 19 5	4,173 6 10	332 12 7	....	Canley Vale.
Cabramatta	3	545 16 1	183,202	3,013 5 8	3,366	2,186	......	......	....	24	31	....	42	31	733 8 8	3,746 14 4	3,591 4 8	155 9 8	....	Cabramatta.
Liverpool	23	3,378 13 10	1,233,888	20,686 3 10	22,059	25,977	53	7,154	4,909	1,784	15,213	13,531	22	387	9,377 5 3	30,063 9 1	31,865 9 0	....	1,801 19 11	Liverpool.
Glenfield	2	92 5 9	18,290	451 16 5	......	......	......	......	....	....	....	....	..	..	....	451 16 5	400 12 10	51 3 7	....	Glenfield.
Ingleburn	5	700 6 7	70,101	1,804 1 6	231	1,734	......	11	....	60	41	....	1	12	1,157 3 6	2,961 5 0	2,670 13 6	290 11 6	....	Ingleburn.
Minto	5	658 15 0	45,570	1,287 4 8	451	400	......	......	....	....	66	2	..	5	140 17 2	1,428 1 10	1,472 3 10	....	44 2 0	Minto.
Campbelltown	23	2,972 4 11	241,795	6,994 9 4	8,049	4,587	......	77	....	215	24	....	6	72	2,915 14 9	9,910 4 1	11,260 13 0	....	1,350 8 11	Campbelltown.
North Menangle	....	....	3,448	344 9 5	......	......	......	......	....	....	....	....	..	..	....	344 9 5	....	344 9 5	....	N'th Menangle.
Menangle	4	604 16 10	10,111	1,059 11 8	2,868	1,557	......	572	743	30	8	....	..	13	1,364 1 5	2,423 13 1	2,814 17 6	....	391 4 5	Menangle.
Douglas Park	5	690 9 11	9,440	1,127 12 9	5,147	3,032	......	24	1	....	20	....	2	55	752 6 0	1,879 18 9	1,366 14 11	513 3 10	....	Douglas Park.
Maldon	1	74 18 7	1,333	165 5 2	......	......	......	......	....	....	....	....	..	..	....	165 5 2	137 8 1	27 17 1	....	Maldon.
Picton	26	3,631 15 0	35,147	3,763 6 10	4,774	3,086	......	33	....	8	35	....	4	65	2,526 11 4	6,289 18 2	6,548 15 0	....	258 16 10	Picton.
Thirlmere	6	650 4 1	17,642	1,642 17 11	11,814	2,535	......	29	....	....	....	....	2	62	1,283 10 0	2,926 7 11	3,225 2 3	....	298 14 4	Thirlmere.
Picton Lakes	3	524 12 1	2,230	281 18 6	383	142	......	......	75	....	1	....	..	..	84 0 7	365 19 1	653 14 4	....	287 15 3	Picton Lakes.
Buxton	3	386 0 11	2,325	170 18 1	293	130	......	......	620	....	....	....	..	..	34 18 8	205 16 9	196 2 9	9 14 0	....	Buxton.
Balmoral	3	538 8 7	1,896	178 5 9	272	93	......	......	....	....	....	....	..	2	55 4 4	233 10 1	199 8 0	34 2 1	....	Balmoral.
Hill Top	4	674 16 7	2,344	267 4 4	123	124	......	......	....	....	....	....	..	..	52 4 0	319 8 4	291 14 4	27 14 0	....	Hill Top.
Colo Vale	4	578 10 2	5,554	890 13 6	1,994	714	......	......	....	....	15	....	..	11	562 14 7	1,453 8 1	2,279 18 2	....	826 10 1	Colo Vale.
Braemar	..	....	1,743	162 13 10	......	......	......	......	....	....	....	....	..	..	....	162 13 10	14 5 1	148 8 9	....	Braemar.
Mittagong	11	1,544 6 0	33,365	4,084 5 11	6,746	8,023	......	1,796	188	36	366	....	9	90	7,883 6 2	11,967 12 1	14,406 10 9	....	2,438 18 8	Mittagong.
Bowral	11	1,454 13 0	52,747	7,129 15 9	3,014	8,799	......	1,117	2,190	437	27	....	6	130	7,284 18 2	14,414 13 11	11,787 5 6	2,627 8 5	....	Bowral.
Burradoo	2	68 6 10	10,558	586 15 3	......	......	......	......	....	....	....	....	..	..	....	586 15 3	536 9 7	50 5 8	....	Burradoo.
Moss Vale	19	2,490 6 9	56,696	8,057 12 9	5,689	6,243	......	1,232	31	226	771	....	24	90	7,693 5 11	15,750 18 8	14,836 13 4	914 5 4	....	Moss Vale.
Exeter	4	624 9 3	6,211	804 3 8	1,357	1,025	......	145	....	11	53	....	..	8	971 8 1	1,775 11 9	1,689 0 6	86 11 3	....	Exeter.
Bundanoon	4	626 1 7	10,598	1,598 18 8	1,070	1,541	......	32	268	75	5	....	6	13	1,055 19 1	2,654 17 9	2,143 14 7	511 3 2	....	Bundanoon.
Penrose	3	538 17 8	2,380	341 2 0	1,735	602	......	......	....	....	....	....	..	2	325 8 8	666 10 8	569 11 11	96 18 9	....	Penrose.
Wingello	5	649 2 2	5,152	632 3 1	4,858	406	......	......	10	....	138	....	..	..	413 14 4	1,045 17 5	938 1 2	107 16 3	....	Wingello.
Tallong	3	565 2 10	4,620	464 8 4	2,063	460	......	......	....	....	54	....	..	2	436 0 10	900 9 2	781 3 8	119 5 6	....	Tallong.
Marulan	5	785 5 11	5,563	871 18 2	3,641	659	......	......	175	....	1,528	....	6	2	1,899 11 10	2,771 10 0	2,314 0 5	457 9 7	....	Marulan.
Towrang	4	573 14 8	6,329	503 3 0	753	163	......	......	....	....	141	....	34	..	263 19 0	767 2 0	515 5 5	251 16 7	....	Towrang.
Murray's Flats	33	857 6 8	287	6 14 1	3,174	78,209	......	......	....	....	....	....	..	..	31,509 17 6	31,516 11 7	....	31,516 11 7	....	Murray's Flats.
North Goulburn	3	436 4 6	539	34 7 9	......	......	......	......	....	....	....	....	..	..	....	34 7 9	....	34 7 9	....	N. Goulburn.
Goulburn	115	14,965 18 11	178,431	35,819 4 1	83,060	244,838	26	6,009	693	211	5,473	18	273	296	150,761 19 8	186,581 3 9	92,917 12 1	93,663 11 8	....	Goulburn.

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff is included in the Goods Tonnage.

APPENDIX XX—*continued.*

Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expenditure. 1918.	No. of Passengers' journeys. 1918.	Revenue from Tickets and Coaching Traffic. 1918.	GOODS. Out. Tons.	GOODS. In. Tons.	COAL. Out. Tons.	COAL. In. Tons.	Other Minerals. Out. Tons.	Other Minerals. In. Tons.	WOOL. Out. Bales	WOOL. In. Bales.	HAY, STRAW, AND CHAFF. Out. Trucks	HAY, STRAW, AND CHAFF. In. Trucks	Revenue from Goods and Live Stock. 1918.	Total Earnings. 1918.	Total Earnings. 1917.	Increase. 1918.	Decrease. 1918.	Stations.
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Yarra	5	618 17 7	2,133	208 11 11	549	25,058	....	....	....	2	412	....	48	..	1,727 0 6	1,935 12 5	1,668 10 0	260 16 5	....	Yarra.
Cook's Cutting	47	1,832 0 6	....	....	7,018	140,592	....	....	....	....	....	....	..	..	68,479 7 9	68,479 7 9	....	68,479 7 9	....	Cook's Cutting.
Breadalbane	9	806 3 7	7,375	1,044 13 2	2,303	3,273	....	....	108	12	2,014	....	31	..	3,208 17 10	4,253 11 0	3,035 16 1	1,217 14 11	....	Breadalbane.
Fish River	3	537 19 2	811	109 15 4	6	30	....	....	....	....	....	....	..	..	17 3 4	126 18 8	135 4 5	....	8 5 9	Fish River.
Gunning	5	784 14 7	10,791	2,424 2 3	2,418	1,753	....	....	285	10	4,045	40	52	1	3,340 8 3	5,764 10 6	5,267 5 8	497 4 10	....	Gunning.
Oolong	7	632 13 9	987	169 17 1	439	59	....	....	....	1	108	....	25	..	35 7 0	205 4 1	160 17 2	44 6 11	....	Oolong.
Jerrawa	4	587 16 1	1,752	292 5 11	844	127	....	....	....	....	297	....	13	..	156 9 4	448 15 3	449 6 1	....	0 10 10	Jerrawa.
Coolalie	5	569 12 1	1,200	126 16 2	166	58	....	....	....	....	24	....	..	..	30 19 9	157 15 11	103 4 9	54 11 2	....	Coolalie.
Yass Junction	8	1,176 17 5	12,548	3,109 1 2	435	293	....	54	....	....	949	....	2	..	1,866 15 0	4,975 16 2	5,411 17 4	....	460 1 2	Yass Junction.
Yass Town	6	1,024 9 0	32,316	4,704 3 8	5,365	5,125	....	433	12	31	5,572	....	25	2	7,704 11 3	12,408 14 11	10,819 11 4	1,589 3 7	....	Yass Town.
Bowning	5	821 0 11	3,734	997 13 4	1,545	705	....	10	1,058	8	3,105	....	14	..	1,365 10 2	2,363 3 6	2,328 6 9	34 16 9	....	Bowning.
Goondah	4	548 1 2	5,221	1,315 7 0	447	4,849	....	722	600	....	96	....	1	..	1,149 14 9	2,465 1 9	2,378 0 4	87 1 5	....	Goondah.
Binalong	6	802 7 7	7,352	2,274 5 5	3,051	1,153	....	15	....	5	2,229	....	41	4	2,294 18 0	4,569 3 5	3,869 2 8	700 0 9	....	Binalong.
Galong	7	886 18 4	6,062	1,475 5 8	5,465	3,007	23	414	....	1	948	....	139	16	4,283 16 4	5,759 2 0	7,930 18 0	....	2,171 10 0	Galong.
Cunningar	4	558 19 9	955	195 5 9	3,359	279	....	....	....	2	206	....	94	..	140 12 4	325 18 1	332 18 6	2 19 7	....	Cunningar.
Harden	45	6,689 12 4	24,122	9,120 3 9	3,606	3,423	....	489	....	4	2,312	....	72	2	10,252 2 7	19,372 6 4	17,420 1 2	1,952 5 2	....	Harden.
Murrumburrah	3	509 17 6	6,759	1,483 4 11	9,270	11,261	....	238	....	3	710	....	34	8	12,296 5 7	13,779 10 6	9,018 13 0	4,760 17 6	....	Murrumburrah.
Demondrille	4	675 4 2	710	49 18 0	923	87	....	....	....	....	44	....	116	..	64 14 6	114 12 6	117 4 8	....	2 12 2	Demondrille
Nubba	5	548 15 2	965	150 19 7	1,962	163	....	....	....	....	349	....	71	..	167 12 2	318 11 9	312 2 7	6 9 2	....	Nubba.
Wallendbeen	6	790 8 2	4,809	1,275 4 10	3,875	1,076	....	26	1,172	4	3,817	9	64	..	1,921 12 3	3,196 17 1	4,371 5 8	....	1,174 8 7	Wallendbeen.
Cootamundra	41	5,548 3 10	46,473	16,852 15 10	29,090	28,611	170	1,757	44	26	2,342	13	64	31	31,962 19 2	48,815 15 0	45,881 1 5	2,934 13 7	....	Cootamundra.
Frampton	3	528 14 6	2,550	291 16 2	387	546	....	....	....	....	812	....	9	..	82 8 10	374 5 0	390 19 10	....	16 14 10	Frampton.
Bethungra	8	810 0 3	4,157	1,137 16 5	5,530	812	....	....	....	....	1,925	....	74	3	2,459 2 3	3,598 18 8	3,078 5 1	518 13 7	....	Bethungra.
Illabo	9	833 19 5	9,863	1,026 16 6	10,032	1,423	....	....	....	3	1,109	....	230	2	2,158 1 9	3,184 18 3	2,852 7 2	332 11 1	....	Illabo.
Marinna	4	476 10 2	9,213	73 19 4	1,672	208	....	....	....	....	....	....	46	..	56 17 9	130 17 1	183 4 2	....	52 7 1	Marinna.
Junee Junction	56	7,543 1 5	34,313	11,802 10 5	6,340	6,943	8	216	....	12	1,628	142	333	21	11,517 1 6	23,319 11 11	20,647 7 4	2,672 4 7	....	Junee Junction.
Harefield	6	666 15 0	3,770	553 8 7	7,572	1,699	....	....	....	....	584	....	359	4	1,441 6 0	1,964 14 7	1,538 13 5	426 1 2	....	Harefield.
Bomen	6	645 6 3	1,830	199 8 0	3,817	310	....		....	....	151	....	180	..	963 9 1	1,162 17 1	1,623 7 1	....	460 10 0	Bomen.
Wagga Wagga	31	5,153 2 11	75,274	24,725 12 9	46,846	36,380	5	3,941	2,289	15	6,181	30	1,289	127	54,475 12 9	79,201 5 6	68,772 14 2	10,428 11 4	....	Wagga Wagga.
Uranquinty	7	801 6 10	5,044	602 7 4	11,179	1,650	....	....	60	1,100	639	....	428	2	701 19 11	1,304 7 3	1,265 10 2	38 17 1	....	Uranquinty.
The Rock	12	1,503 1 4	17,513	3,607 14 1	34,420	5,245	5	30	4,051	2,585	2,231	18	315	1	6,023 3 10	9,630 17 11	6,390 6 5	3,330 11 6	....	The Rock.
Yerong Creek	6	719 5 9	5,643	1,085 1 1	6,321	1,238	....	....	....	....	1,281	....	85	....	1,365 8 6	2,451 9 7	2,326 6 6	125 3 1	....	Yerong Creek.
Henty	9	1,209 8 4	11,847	2,982 10 1	18,002	4,159	....	34	123	1	2,505	....	123	8	5,421 14 1	8,404 4 2	7,032 19 1	1,371 5 1	....	Henty.
Culcairn	15	1,779 8 5	14,952	3,554 18 10	14,968	2,899	....	....	61	10	2,276	....	157	3	3,338 8 4	6,893 7 2	6,393 6 0	500 1 2	....	Culcairn.
Gerogery	5	598 9 7	2,597	517 14 8	2,334	727	....	....	....	48	513	....	9	2	377 13 2	895 7 10	897 11 6	....	2 3 8	Gerogery.
Table Top	7	684 3 0	1,842	442 12 5	1,639	439	....	....	....	....	1,022	....	15	....	4,983 9 1	5,426 1 6	3,689 5 0	1,736 16 6	....	Table Top.
Albury	68	9,515 3 1	94,331	26,728 10 11	63,719	41,023	....	2,165	151	750	8	29,306	668	58	85,139 17 10	111,868 8 9	56,664 1 11	55,204 6 10	....	Albury.
Camellia	1	208 13 1	89,961	1,444 11 11	10,651	8,805	50	7,794	623	5,037	....	....	1	26	16,792 1 6	18,236 13 5	35,323 13 6	....	17,087 0 1	Camellia.
Rydalmere	1	96 16 0	2,652	53 11 9	3	101	....	....	....	....	....	....	..	1	0 12 7	54 4 4	....	54 4 4	....	Rydalmere.
Carlingford	2	301 14 0	80,000	1,266 1 2	1,543	2,244	....	227	....	373	....	....	..	30	395 5 11	1,061 7 1	1,717 19 0	....	56 11 11	Carlingford.
Narellan	2	384 15 1	20,910	1,241 15 2	6,095	2,164	....	....	....	512	134	....	25	71	1,840 17 3	3,088 12 5	2,938 2 10	150 9 7	....	Narellan.
Camden	5	707 0 11	39,024	3,229 16 3	17,911	8,038	....	567	3,072	569	184	....	4	144	3,539 1 0	6,768 17 3	7,127 2 3	....	358 5 0	Camden.
Roslyn	4	395 19 11	1,373	307 13 5	9,205	738	....	....	....	2	1,483	....	143	..	405 18 8	713 12 1	684 7 10	29 4 3	....	Roslyn.
Crookwell	7	793 17 10	7,054	2,762 19 0	14,451	4,228	....	59	26	245	6,928	....	521	1	6,522 0 6	9,284 19 6	9,863 17 4	....	578 17 10	Crookwell.
Tarago	9	862 2 9	4,429	1,790 10 1	4,815	2,024	....	24	146	....	2,283	....	82	1	2,488 14 4	4,279 4 5	4,777 15 7	....	498 11 2	Tarago.
Bungendore	8	734 18 0	5,085	1,859 15 6	2,036	1,847	....	40	32	9	3,873	....	28	1	3,180 6 7	5,046 2 1	5,923 14 8	....	882 12 7	Bungendore.
Queanbeyan	15	1,499 2 1	12,963	6,923 4 6	2,729	8,251	....	2,335	....	6	4,503	2	48	20	8,466 1 3	15,389 5 9	14,872 3 4	517 2 5	....	Queanbeyan.
Canberra	..	....	....	....	....	....	....	....	....	....	....	....	....	....	....	....	8 7 5	....	8 7 5	Canberra.
Michelago	12	621 16 8	1,579	836 5 4	1,412	1,051	....	....	201	....	1,842	....	49	2	477 0 1	1,313 5 5	1,313 4 6	0 0 11	....	Michelago.
Cooma	11	1,402 13 2	13,316	11,153 10 0	3,721	6,332	....	219	58	17	10,431	....	3	57	12,273 4 11	23,426 14 11	24,087 7 2	....	660 12 3	Cooma.
Nimmitabel	2	366 1 3	4,498	4,216 7 9	2,860	1,914	....	....	....	....	2,793	....	1	4	4,209 15 9	8,426 3 6	12,113 1 7	....	3,686 18 1	Nimmitabel.
Goorama	1	32 18 8	51	45 11 2	....	....	....	....	....	....	....	....	....	....	....	45 11 2	30 10 2	15 1 0	....	Goorama.
Boorowa	3	546 18 1	2,804	2,210 12 1	12,071	3,088	....	8	69	12	5,889	....	129	....	6,547 8 4	8,758 0 5	7,533 1 6	1,224 18 11	....	Boorowa.
Kingsvale	2	478 18 6	593	115 0 4	1,816	294	....	....	....	....	204	10	80	..	172 7 4	287 7 8	388 16 3	....	101 8 7	Kingsvale.
Young	18	1,662 5 6	22,071	9,601 10 5	15,554	15,282	....	1,534	....	87	4,537	....	132	18	20,557 5 2	30,158 15 7	31,344 16 9	....	1,186 1 2	Young.
Monteagle	11	892 12 2	1,620	550 4 0	14,889	1,064	....	....	44	4	1,897	....	342	..	527 7 11	1,077 11 11	922 14 1	94 17 10	....	Monteagle.
Koorawatha	7	831 1 11	6,524	1,322 10 4	4,409	1,271	13	36	....	....	525	51	312	4	1,678 8 5	3,000 18 9	2,787 3 4	213 15 5	....	Koorawatha.
Greenethorpe	3	448 2 5	2,059	744 8 9	15,560	1,462	21	116	10	....	1,756	....	760	2	1,630 10 7	2,374 19 4	2,268 8 9	106 10 7	....	Greenethorpe.

NOTE.—The tonnage of bales of wool, and trucks of hay straw, and chaff is included in the Goods Tonnage.

APPENDIX XX—*continued.*

Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expenditure. 1918.	No. of Passengers' Journeys. 1918.	Revenue from Tickets and Coaching Traffic. 1918.	GOODS. Out. Tons.	GOODS. In. Tons.	COAL. Out. Tons.	COAL. In. Tons.	Other Minerals. Out. Tons.	Other Minerals. In. Tons.	WOOL. Out. Bales.	WOOL. In Bales.	HAY STRAW AND CHAFF. Out. Trucks	HAY STRAW AND CHAFF. In. Trucks	Revenue from Goods and Live Stock. 1918.	Total Earnings. 1918.	Total Earnings. 1917.	Increase. 1918.	Decrease. 1918.	Stations.
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Grenfell	7	1,007 14 6	7,616	4,569 14 2	13,076	4,150	10	656	5,651	28	4,802	....	132	6	13,130 2 8	17,690 16 10	15,911 10 6	1,779 6 4	....	Grenfell.
Brawlin	1	68 3 11	513	35 11 10	......	......	......	......	....	....	....	....	..	..	....	35 11 10	39 4 6	....	3 12 8	Brawlin.
Muttama	1	94 5 0	879	147 1 5	......	......	......	......	....	....	....	....	..	..	....	147 1 5	116 4 0	30 17 5	....	Muttama.
Coolac	3	532 9 7	7,960	1,114 7 8	3,054	1,289	......	13	1	16	3,301	....	5	8	2,223 9 10	3,337 17 6	3,421 18 3	....	84 0 9	Coolac.
Gundagai	3	458 12 2	7,818	3,728 10 3	4,407	3,246	......	1,309	30	1	4,065	....	4	20	7,888 4 1	11,616 14 4	10,850 5 2	766 9 2	....	Gundagai.
Mt. Horeb	2	310 2 9	3,533	2,506 19 6	2,303	2,018	......	32	23	....	2,398	....	8	20	3,634 9 8	6,141 9 2	5,971 8 3	170 0 11	....	Mt. Horeb.
Tumut	3	476 1 4	4,866	3,713 3 4	6,796	3,149	......	30	156	3	1,329	....	3	7	8,335 17 6	12,049 0 10	13,003 6 8	....	954 5 10	Tumut.
Stockinbingal	5	783 17 8	7,022	2,236 3 0	30,827	5,137	......	24	2,036	386	5,482	5	228	8	4,576 16 10	6,812 19 10	5,085 0 6	1,727 19 4	....	Stockinbingal
Milvale	1	47 15 6	34	20 3 4	......	......	......	......	.....	....	....	....	..	..	7 3 4	27 6 8	660 13 5	....	633 6 9	Milvale.
Bribbaree	1	15 0 0	12	2 9 0	......	......	......	......	.. .	....	....	....	..	..	24 1 6	26 10 6	939 4 10	....	912 14 4	Bribbaree.
Caragabal	2	295 12 2	528	397 4 10	12,792	639	......	......	....	642	2,727	....	..	..	3,235 5 3	3,632 10 1	1,973 1 1	1,659 9 0	....	Caragabal.
Springdale	..	....	......	....	......	......	......	......	....	....	....	....	..	..	....	....	204 13 1	....	204 13 1	Springdale.
Temora	14	2,363 12 6	27,667	10,559 5 2	37,147	12,487	......	45	166	2,648	2,330	2	619	7	23,076 12 2	33,635 17 4	26,734 0 0	6,901 17 4	....	Temora.
Ariah Park	3	588 18 1	3,374	1,729 7 5	15,635	4,549	......	......	889	367	1,092	....	57	..	4,606 4 11	6,335 12 4	5,289 6 2	1,046 6 2	....	Ariah Park.
Mirrool	..	....	......	....	......	......	......	......	....	....	....	....	..	..	....	....	418 10 6	....	418 10 6	Mirrool.
Beckom	2	314 16 9	2,001	905 6 11	8,665	2,340	......	......	....	1	139	....	4	4	2,599 19 4	3,505 6 3	3,029 13 9	475 12 6	....	Beekom.
Ardlethan	4	581 0 11	4,449	2,531 1 10	21,227	4,710	......	147	2,162	43	838	....	1	32	6,261 18 11	8,793 0 9	6,943 8 6	1,849 12 3	....	Ardlethan.
Barellan	4	642 1 6	4,816	1,875 19 9	22,674	3,029	......	12	47	32	1,994	....	3	1	3,678 6 0	5,554 5 9	6,137 2 3	....	582 16 6	Barellan.
Griffith	1	174 8 9	800	712 4 7	1,129	2,633	......	......	....	....	359	....	6	1	2,648 10 0	3,360 14 7	3,138 0 0	222 14 7	....	Griffith
Barmedman	5	557 1 10	6,391	2,261 11 0	16,253	8,813	......	265	505	1,848	1,199	....	4	15	5,262 2 0	7,623 13 0	7,481 18 5	141 14 7	....	Barmedman.
Wyalong	7	1,134 4 5	13,709	7,464 2 8	32,310	10,056	......	136	718	11	9,143	....	62	65	21,443 14 2	28,907 16 10	26,955 2 0	1,952 14 10	....	Wyalong.
Ungarie	2	172 15 4	794	275 9 6	11,823	1,934	......	......	38	....	357	....	6	12	1,449 8 4	1,724 17 10	....	1,724 17 10	....	Ungarie.
Cargelligo	2	171 10 1	1,148	830 3 2	763	772	......	......	....	2	581	....	..	3	2,113 5 1	2,943 8 3	....	2,943 8 3	....	Cargelligo.
Old Junee	5	552 13 7	1,510	398 10 2	14,846	1,250	......	......	....	1	809	....	126	..	1,417 8 6	1,815 18 8	1,998 14 10	....	182 16 2	Old Junee.
Marrar	4	553 7 4	5,023	951 3 3	11,211	2,301	......	15	438	....	487	....	496	..	1,997 18 11	2,949 2 2	2,612 17 9	336 4 5	....	Marrar.
Coolamon	10	1,369 10 10	11,911	3,335 13 3	32,698	4,267	......	24	....	112	794	....	1,440	4	7,569 12 2	10,905 5 5	10,295 5 11	609 19 6	....	Coolamon.
Ganmain	6	988 14 7	6,580	2,255 15 8	29,518	3,027	......	......	96	14	686	....	1,743	2	4,663 10 8	6,919 6 4	6,190 16 1	728 10 3	....	Ganmain.
Matong	4	503 14 2	2,993	726 14 6	14,519	1,427	......	12	....	510	281	....	671	..	2,383 13 5	3,110 7 11	2,713 19 2	396 8 9	....	Matong.
Grong Grong	3	380 3 9	5,613	1,087 10 4	10,722	1,351	......	......	348	....	1,153	....	90	1	1,437 12 8	2,525 3 0	2,075 13 10	449 9 2	....	Grong Grong.
Narrandera	15	1,890 18 3	22,272	9,024 19 9	19,857	9,862	20	383	....	10	6,911	4,871	8	62	24,653 8 8	33,678 8 5	27,760 8 8	5,917 19 9	....	Narrandera.
Yanko	5	752 19 9	8,455	6,035 1 9	6,478	8,285	......	1,580	1	126	1,268	....	44	11	9,509 15 3	15,544 17 0	13,595 0 11	1,949 16 1	....	Yanko.
Whitton	3	383 10 5	2,019	999 15 2	673	500	......	......	....	....	199	....	1	..	1,376 7 8	2,376 2 10	2,637 0 2	....	260 17 4	Whitton.
Willbriggie	3	460 16 8	2,209	1,310 14 4	2,491	773	......	......	..	....	7,514	....	..	..	2,347 12 6	3,658 6 10	2,440 2 2	1,218 4 8	....	Willbriggie.
Bringagee	2	20 10 0	7	4 6 5	.. ...	... ..	......	......	....	....	5,642	....	..	...	4 4 6	8 10 11	511 14 7	....	503 3 8	Bringagee.
Carrathool	3	466 17 0	2,704	2,145 1 7	4,060	1,523	......	49	....	1	4,717	....	..	7	5,213 8 3	7,358 9 10	6,225 17 3	1,132 12 7	....	Carrathool.
Hay	5	822 5 5	6,111	5,822 13 11	1,403	3,356	......	1,379	2	266	2,094	162	..	78	12,811 3 0	18,633 16 11	14,717 18 2	3,915 18 9	....	Hay.
Morundah	3	337 1 9	986	465 6 0	767	473	......	......	....	90	5,891	....	..	2	1,134 3 2	1,599 9 2	1,068 7 11	531 1 3	....	Morundah.
Widgiewa	2	228 11 2	720	424 5 9	1,518	756	......	......	....	....	6,754	....	..	19	4,612 18 3	5,037 4 0	2,120 3 5	2,917 0 7	....	Widgiewa.
Jerilderie	4	551 19 7	4,591	2,376 19 8	13,329	2,171	......	40	....	64	632	201	39	20	15,581 15 8	17,958 15 4	5,672 12 8	12,286 2 8	....	Jerilderie.
Berrigan	3	451 14 6	3,475	1,393 4 4	17,510	2,826	......	14	64	....	891	3	29	40	7,610 19 1	9,004 3 5	4,436 14 1	4,567 9 4	....	Berrigan.
Finley	6	776 8 6	3,447	1,355 1 11	30,756	2,542	......	46	....	....	81	....	16	1	4,287 18 0	5,642 19 11	5,589 13 10	53 6 1	....	Finley.
Tocumwal	..	....	4,382	1,014 12 6	9,373	4,133	......	41	....	....	....	5,009	41	5	688 3 10	1,702 16 4	1,285 1 8	417 14 8	....	Tocumwal.
Humula	1	220 12 4	1,071	368 10 1	4,941	1,933	......	......	....	....	761	....	103	4	1,212 7 3	1,580 17 4	214 7 1	1,366 10 3	....	Humula.
Lockhart	6	968 16 7	10,317	3,222 5 11	33,782	5,687	......	57	1,274	3,479	2,675	....	38	3	9,186 0 6	12,408 6 5	11,033 14 3	1,374 12 2	....	Lockhart.
Boree Creek	4	540 11 7	2,199	801 7 9	33,201	2,573	......	5	....	680	1,894	....	..	1	2,517 2 8	3,318 10 5	2,429 18 3	888 12 2	....	Boree Creek.
Urana	2	311 1 10	2,124	984 16 7	11,824	2,045	......	10	661	72	1,956	....	5	3	2,965 17 4	3,950 13 11	2,774 17 7	1,175 16 4	....	Urana.
Oaklands	4	521 15 7	3,474	970 15 4	18,005	1,350	......	13	....	335	800	....	3	4	2,380 16 8	3,351 12 0	2,705 16 7	645 15 5	....	Oaklands.
Holbrook	4	544 3 9	3,500	1,405 8 10	5,510	3,034	......	......	793	....	5,675	....	1	10	7,922 16 6	9,328 5 4	11,908 9 5	....	2,580 4 1	Holbrook.
Walla Walla	2	381 19 11	1,777	584 19 4	10,924	2,240	......	36	2	13	399	....	482	1	2,212 7 9	2,797 7 1	2,586 5 4	211 1 9	....	Walla Walla.
Burrumbuttock	2	267 4 3	571	255 13 10	7,333	1,660	......	......	....	4	1,317	....	29	..	889 7 8	1,145 1 6	1,026 12 9	118 8 9	....	Burrumbuttock
Brocklesby	2	356 7 0	2,170	583 5 10	13,256	1,932	......	......	....	247	700	....	37	..	1,775 14 5	2,359 0 3	1,790 17 6	568 2 9	....	Brocklesby.
Balldale	2	340 4 5	2,494	758 18 8	13,976	1,676	......	10	15	....	733	....	7	..	1,749 3 10	2,508 2 6	1,869 0 0	639 2 6	....	Balldale.
Hopefield	..	....	......	....	......	......	......	......	....	....	....	....	..	..	....	....	50 7 4	....	50 7 4	Hopefield.
Corowa	3	566 6 0	5,838	2,438 19 4	7,984	2,848	......	78	154	....	156	1,524	1	4	3,503 13 11	5,942 13 3	4,033 16 11	1,908 16 4	....	Corowa.

NOTE.—The tonnage of bales of wool and trucks of hay, straw and chaff is in^cluded in the Goods Tonnage.

APPENDIX XX—*continued.*

Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expenditure.	No. of Passengers' journeys.	Earnings from Tickets and Coaching Traffic.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Earnings from Goods and Live Stock.	Total Earnings.		Increase.	Decrease.	Stations.
		1918.	1918.	1918.	Out. Tons.	In Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks	In. Trucks	1918.	1918.	1917.	1918.	1913.	
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Erskineville	16	1,796 5 3	279,988	3,260 18 9	......	......	......	......	....	....	....	....	..	..	0 1 1	3,260 19 10	3,670 10 9	....	409 10 11	Erskineville
St. Peter's	15	2,168 3 11	502,889	6,159 12 1	......	......	......	......	....	....	....	....	..	..	0 1 8	6,159 13 9	6,716 2 8	....	556 8 11	St. Peter's.
Sydenham	19	2,928 9 8	1,431,922	12,546 11 2	3,301	6,238	28	54,790	97	14,180	....	....	6	24	13,812 1 1	26,358 12 3	24,004 7 11	2,354 4 4	....	Sydenham.
Tempe	12	1,768 11 6	436,984	3,628 10 11	2,333	2,317	......	3,113	2,468	470	....	....	..	..	1,401 11 0	5,030 1 11	5,695 6 6	....	665 4 7	Tempe.
Arncliffe	13	2,134 14 4	2,094,235	20,916 2 7	317	4,790	35	1,092	....	1,286	....	....	7	100	1,503 1 3	22,419 3 10	21,101 0 8	1,318 3 2	....	Arncliffe.
Banksia	10	1,223 8 9	869,820	8,423 0 2	......	......	......	......	....	....	....	....	..	..	....	8,423 0 2	8,079 8 10	343 11 4	....	Banksia.
Rockdale	24	3,423 11 0	2,913,807	31,012 1 7	423	14,392	74	3,659	5	3,410	....	....	15	207	3,290 9 7	34,302 11 2	30,351 15 0	3,950 16 2	....	Rockdale.
Kogarah	15	2,254 5 8	2,620,708	29,026 6 3	4,226	23,516	41	4,325	23	4,325	....	....	82	424	5,194 7 3	34,220 13 6	31,353 15 4	2,866 18 2	....	Kogarah.
Carlton	12	1,419 1 0	1,989,649	21,783 10 10	......	......	......	......	....	....	....	....	..	..	....	21,783 10 10	19,790 5 9	1,993 5 1	....	Carlton.
tville	21	3,207 3 2	2,062,935	26,231 5 4	1,679	18,175	83	5,503	....	3,336	....	....	12	286	4,798 0 10	31,029 6 2	27,568 12 8	3,460 13 6	....	Hurstville.
Penshurst	5	736 3 1	771,726	8,904 7 4	1	22	......	......	....	....	....	....	..	..	10 5 4	8,914 12 8	8,137 11 3	777 1 5	....	Penshurst.
Mortdale	5	695 8 7	543,767	6,630 10 3	7,948	482	......	2,221	....	433	....	....	..	5	1,252 11 6	7,883 1 9	7,655 3 9	227 18 0	....	Mortdale.
Oatley	5	811 18 7	416,212	4,713 11 9	17	1,273	......	419	80	584	....	....	..	14	399 11 11	5,113 3 8	4,416 16 1	696 7 7	....	Oatley.
Como	4	734 13 5	89,705	1,495 4 7	12	215	......	......	....	....	....	....	..	..	63 0 7	1,558 5 2	1,470 6 4	87 18 10	....	Como.
Sutherland	12	1,704 14 4	408,227	10,049 6 4	1,450	14,034	......	1,145	5,237	807	....	....	5	74	1,753 13 0	11,802 19 4	10,869 18 3	933 1 1	....	Sutherland.
Heathcote	4	580 10 4	17,758	401 15 6	43	168	......	......	800	5	....	....	1	..	54 9 10	456 5 4	500 5 0	....	43 19 8	Heathcote.
Waterfall	20	2,907 8 8	15,543	684 16 11	46	717	......	638	42	....	....	....	1	4	179 8 6	864 5 5	838 19 10	25 5 7	....	Waterfall
Helensburgh	5	782 1 11	64,385	3,075 19 9	776	8,831	93,771	......	....	437	....	....	3	69	4,525 8 3	7,601 8 0	7,359 2 0	242 6 0	....	Helensburgh.
Otford	5	681 13 8	14,877	620 5 3	225	93	......	......	....	....	....	....	..	1	55 16 6	676 1 9	844 1 1	....	167 19 4	Otford.
Stanwell Park	8	921 12 8	29,824	1,336 2 7	764	419	......	56	71	315	....	....	..	1	223 19 3	1,560 1 10	1,898 9 8	....	338 7 10	Stanwell Park
Coalcliff	5	787 3 10	......	....	268	2,826	79,905	13,649	....	111	....	....	..	20	2,582 8 6	2,582 8 6	2,669 11 9	....	87 3 3	Coalcliff.
Scarborough	13	1,860 1 8	61,787	1,831 4 10	395	4,375	124,441	28	....	13	....	....	..	38	6,672 6 7	8,503 11 5	7,892 13 6	610 17 11	....	Scarborough.
Coledale	5	830 11 0	65,045	1,493 5 5	57	1,997	111,223	......	....	38	....	....	1	10	7,838 13 2	9,331 18 7	7,878 10 7	1,453 8 0	....	Coledale.
Austinmer	3	576 17 9	80,529	2,336 11 11	170	2,125	96,130	142	....	103	....	....	..	2	1,597 9 2	3,934 1 1	3,683 11 11	250 9 2	....	Austinmer.
Thirroul	25	3,847 16 10	138,294	4,459 6 6	982	3,054	38,007	82	67	479	....	....	5	44	1,505 16 1	5,965 2 7	4,933 18 11	1,031 3 8	....	Thirroul.
Bulli	13	1,907 19 11	190,677	5,089 3 3	2,119	7,709	33,430	45,423	173	459	....	....	11	126	4,483 18 0	9,573 1 3	9,093 2 9	479 18 6	....	Bulli.
Bellambi	8	1,273 16 11	71,829	1,628 19 4	15,638	5,039	82,158	28,520	1,679	340	....	....	2	19	11,435 3 2	13,064 2 6	9,901 1 11	3,163 0 7	....	Bellambi.
Corrimal	7	879 7 9	105,665	2,438 17 1	453	7,062	101,815	12,212	....	35	....	....	1	36	6,221 13 8	8,660 10 9	8,695 7 1	....	34 16 4	Corrimal.
Balgownie	3	417 3 8	45,336	1,103 12 8	375	2,667	53,613	4,947	....	399	....	....	..	10	2,755 15 10	3,859 8 6	3,618 6 7	241 1 11	....	Balgownie.
North Wollongong	..	....	33,837	709 17 1	......	......	......	......	....	....	....	....	..	..	....	709 17 1	235 11 5	474 5 8	....	N. Wollongong.
Wollongong	36	4,680 8 7	204,045	12,336 7 1	4,519	12,524	67,732	41,052	637	1,434	....	....	24	290	18,417 9 4	30,753 16 5	40,612 5 2	....	9,858 8 9	Wollongong.
Port Kembla	..	....	......	....	2,863	14,724	1,251	141,768	37,566	26,687	....	....	..	3	16,320 16 0	16,320 16 0	12,872 19 3	3,447 16 9	....	Port Kembla.
Unanderra	9	439 11 2	22,787	886 2 0	4,834	3,234	56,016	4,299	....	25	....	....	..	47	1,142 10 6	2,028 12 6	1,830 1 5	198 11 1	....	Unanderra.
Dapto	10	806 2 4	28,601	1,509 4 1	2,818	5,384	13,173	730	425	887	15	....	1	25	5,374 8 7	6,883 12 8	4,201 17 8	2,681 15 0	....	Dapto.
Yallah			2,792	175 12 7	......	......	......	......	....	....	....	....	..	..	....	175 12 7	181 12 10	....	6 0 3	Yallah.
Albion Park	4	609 2 10	17,963	1,455 14 2	9,045	6,161	......	796	....	162	....	....	2	8	2,143 19 9	3,599 13 11	3,457 16 6	141 17 5	....	Albion Park.
Shellharbour	6	603 4 5	9,697	939 16 5	2,403	870	......	84	82,100	406	....	....	1	7	12,214 18 4	13,154 14 9	14,600 11 5	....	1,445 16 8	Shellharbour.
Kiama	8	990 7 2	40,864	4,073 10 4	3,968	3,853	30	4,040	83,383	30	1	....	9	85	15,068 18 1	19,142 8 5	25,259 19 2	....	6,117 10 9	Kiama.
Gerringong	5	459 17 5	14,808	978 15 2	5,007	1,824	12	482	....	508	....	....	..	17	880 5 10	1,859 1 0	1,797 4 0	61 17 0	....	Gerringong.
Berry	7	590 11 5	17,703	2,064 9 2	6,848	2,848	......	771	....	94	27	....	1	43	2,220 12 9	4,285 1 11	3,986 16 1	298 5 10	....	Berry.
Nowra	6	783 19 7	30,137	7,188 12 1	19,307	5,149	......	2,305	8	1,225	12	....	5	137	4,373 4 6	11,561 16 7	9,714 19 2	1,846 17 5	....	Nowra.
Marrickville	8	1,460 4 0	1,104,657	9,772 0 0	19	70	13	123	....	83	....	....	1	1	25 9 5	9,797 9 5	9,422 11 3	374 18 2	....	Marrickville.
Wardell Road	7	906 7 2	788,584	7,396 7 2	......	296	241	10,730	....	....	....	....	..	..	3,166 7 3	10,562 14 5	6,726 6 7	3,836 7 10	....	Wardell Road.
Hurlstone Park	6	767 11 0	1,138,660	10,781 1 8	14	23	......	......	....	....	....	....	..	..	17 17 6	10,798 19 2	9,589 16 9	1,209 2 5	....	Hurlstone Park.
Canterbury	12	1,629 5 10	818,188	8,696 11 8	125,458	10,064	99	2,785	1,276	4,909	....	....	12	264	5,375 17 9	14,072 9 5	12,462 0 4	1,610 9 1	....	Canterbury.
Campsie	5	1,023 5 7	2,108,455	22,771 12 8	......	......	......	......	....	....	....	....	..	..	....	22,771 12 8	20,842 14 1	1,928 18 7	....	Campsie.
Belmore	7	901 16 7	959,175	10,696 4 4	335	8,578	27	5,001	193	8,863	....	....	7	179	3,202 2 1	13,898 6 5	11,661 17 1	2,236 9 4	....	Belmore.
Lakemba	7	812 13 3	944,701	10,552 5 11	......	22	......	......	....	....	....	....	..	..	4 2 1	10,556 8 0	9,318 14 7	1,237 13 5	....	Lakemba.
Punchbowl	5	650 1 6	614,309	7,440 9 5	4	186	......	2	....	....	....	....	..	2	21 15 2	7,462 4 7	6,399 12 4	1,062 12 3	....	Punchbowl.
Bankstown	7	1,046 11 10	922,459	12,717 10 8	316	7,212	12	2,320	....	1,096	....	....	5	151	2,042 0 5	14,759 11 1	12,973 7 0	1,786 4 1	....	Bankstown.
Harris Park	4	550 1 11	504,810	7,832 6 9	......	......	......	......	....	....	....	....	..	..	....	7,832 6 9	7,049 0 1	783 6 8	....	Harris Park.
Parramatta	25	4,232 3 6	1,441,112	31,809 19 3	10,791	29,048	16	10,108	171	5,068	2	1	82	622	12,417 15 0	44,227 14 3	42,225 17 0	2,001 17 3	....	Parramatta.
Westmead	1	143 0 10	102,899	1,199 18 7	......	......	......	......	....	....	....	....	..	..	....	1,199 18 7	994 19 9	204 18 10	....	Westmead.
Wentworthville	4	678 9 0	282,654	4,269 2 9	1,277	4,249	......	989	12	1,746	....	....	1	32	1,203 6 6	5,472 9 3	4,432 18 2	1,039 11 1	....	Wentworthville.
Seven Hills	11	1,253 12 6	74,831	1,441 10 3	4,734	2,100	......	705	24,029	171	47	....	..	15	2,838 13 6	4,280 3 9	4,839 12 0	....	559 3 3	Seven Hills.
Blacktown	9	1,329 14 11	201,061	4,224 2 4	22,979	6,746	......	324	113	2,475	14	....	6	57	3,645 13 2	7,869 15 6	8,160 19 3	....	291 8 9	Blacktown.
Rooty Hill	5	874 1 2	95,875	2,569 10 9	4,774	2,806	......	74	....	123	9	....	6	26	1,660 3 5	4,229 14 2	4,012 2 8	217 11 6	....	Rooty Hill.
Mount Druitt	4	452 15 2	38,657	1,073 1 4	394	705	......	48	....	30	....	....	..	14	251 16 4	1,324 17 8	1,225 10 4	99 7 4	....	Mount Druitt.

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff is included in the Goods Tonnage.

APPENDIX XX—*continued*,

Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expenditure. 1918.	No. of Passengers' Journeys. 1918.	Revenue from Tickets and Coaching Traffic. 1918.	GOODS. Out. Tons.	GOODS. In. Tons.	COAL. Out. Tons.	COAL. In. Tons.	Other Minerals. Out. Tons.	Other Minerals. In. Tons.	WOOL. Out. Bales.	WOOL. In. Bales.	HAY, STRAW, AND CHAFF. Out. Trucks.	HAY, STRAW, AND CHAFF. In Trucks.	Revenue from Goods and Live Stock. 1918.	Total Earnings. 1918.	Total Earnings. 1917.	Increase. 1918.	Decrease. 1918.	Stations.
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
St. Mary's	8	1,131 15 8	98,447	2,739 16 8	19,747	5,124	......	382	771	139	50	....	10	58	5,242 3 3	7,931 19 11	7,700 13 6	281 6 5	....	St. Mary's.
Kingswood	5	764 10 1	35,084	945 13 10	9,693	1,584	......	519	....	530	31	....	23	1	1,080 11 9	2,026 5 7	2,085 19 11	....	59 14 4	Kingswood.
Penrith	42	6,359 1 1	191,373	8,321 17 3	2,431	6,005	13	890	153	458	....	....	16	104	3,501 3 6	11,823 0 9	11,295 8 0	527 12 9	....	Penrith.
Emu Plains	5	840 1 0	19,920	864 2 9	1,083	1,761	......	610	52,467	350	3,791	5,305	10	11	7,237 6 8	8,101 9 5	9,407 3 3	....	1,305 13 10	Emu Plains
Glenbrook	4	612 9 0	31,044	1,630 12 6	26	700	......	18	....	960	....	....	..	2	167 12 9	1,798 5 3	1,707 0 5	91 4 10	....	Glenbrook.
Valley Heights	7	1,193 11 4	13,493	366 0 3	48	156	......	......	....	9	....	....	1	8	80 3 7	446 3 10	434 2 3	12 1 7	....	Valley Heights.
Springwood	5	761 4 10	60,045	3,446 11 2	974	1,750	6	204	....	2,784	....	....	1	22	919 1 10	4,365 13 0	3,908 16 6	456 16 6	....	Springwood.
Linden	3	502 18 3	3,074	163 15 2	8	31	......	1	....	440	....	....	..	..	38 1 11	201 17 1	138 13 4	63 3 9	....	Linden.
Woodford	3	485 10 3	28,401	1,196 8 2	98	1,927	......	89	....	405	....	....	..	13	467 1 0	1,663 9 2	1,191 7 8	472 1 6	....	Woodford.
Lawson	5	893 0 5	61,051	3,682 15 1	127	1,499	15	266	10	636	....	....	2	28	771 14 1	4,454 9 2	3,717 4 0	737 5 2	....	Lawson.
Wentworth Falls	5	575 13 11	49,829	3,497 7 9	140	2,774	......	695	....	1,484	....	....	2	21	1,497 9 3	4,994 17 0	4,093 3 0	901 14 0	....	Wentw'th Falls
Leura	6	1,037 16 11	95,911	6,713 18 3	210	3,391	......	848	11	97	....	....	5	47	1,854 5 3	8,568 3 6	7,570 19 10	997 3 8	....	Leura.
Katoomba	25	3,746 10 1	185,830	20,426 19 4	1,820	11,738	83	8,345	....	180	....	....	15	212	9,854 3 7	30,281 2 11	25,685 13 8	4,595 9 3	....	Katoomba.
Medlow Bath	3	439 17 10	18,799	921 12 6	536	183	......	163	6,117	....	....	....	..	1	743 10 3	1,665 2 9	1,149 4 2	515 18 7	....	Medlow Bath
Blackheath	8	1,050 16 8	48,609	4,725 9 6	342	3,109	......	557	389	18	37	....	..	42	1,823 19 4	6,549 8 10	5,720 19 5	828 9 5	....	Blackheath.
Mount Victoria	13	1,998 8 4	27,438	3,582 11 6	687	3,010	......	327	....	171	25	....	1	18	2,010 16 5	5,593 7 11	4,479 14 11	1,113 13 0	....	Mount Victoria.
Hartley Vale	1	152 0 10	299	55 18 10	12	13	......	......	....	....	....	....	..	..	11 4 10	67 3 8	135 16 6	....	68 12 10	Hartley Vale.
Bell	1	275 10 0	3,352	282 15 6	249	168	......	33	77	....	....	....	..	2	163 2 6	445 18 0	489 19 4	....	44 1 4	Bell.
Newnes Junction	4	624 17 11	9,805	543 2 5	11,989	2,667	163	......	867	15	....	....	1	15	4,182 19 4	4,726 1 9	3.751 11 3	974 10 6	....	Newn's J'nctn.
Eskbank	59	9,227 17 7	71,727	14,575 3 1	78,250	43,921	294,701	144,793	779	158,701	....	....	5	309	133,353 18 2	147,929 1 3	131,464 16 4	16,464 4 11	....	Eskbank.
Lithgow	6	668 2 2	13,119	3,047 2 9	......	......	......	......	....	....	....	....	..	..	....	3,047 2 9	2,796 10 11	250 11 10	....	Lithgow.
Bowenfels	6	900 18 11	3,907	713 0 7	19,782	2,113	66,598	3,445	1,025	....	115	687	5	19	2,707 19 4	3,420 19 11	3,175 17 6	245 2 5	....	Bowenfels.
Marangaroo	1	90 4 8	......	....	1,068	21,087	......	......	....	....	....	.....	..	..	8,852 14 5	8,852 14 5	....	8,852 14 5	....	Marangaroo.
Wallerawang	30	4,599 14 1	18,337	3,970 16 2	788	1,590	36,311	14	81	....	43	..	1	23	1,383 3 11	5,354 0 1	5.528 5 0	....	174 4 11	Wallerawang.
Rydal	5	676 3 5	4,618	538 12 4	1,256	405	......	77	13	....	54	....	6	1	482 19 4	1,021 11 8	991 16 0	29 15 8	....	Rydal.
Sodwalls	2	383 15 2	1,756	149 19 1	329	60	......	......	....	....	119	....	..	..	58 6 2	208 5 3	251 2 3	....	42 17 0	Sodwalls.
Birumba	..	....	......	....	......	......	......	......	....	....	....	....	..	..	....	....	10 10 10	....	10 10 10	Birumba.
Tarana	6	843 13 8	17,883	1,985 13 11	2,441	1,645	......	10	....	6	1,116	....	20	6	1,792 6 2	3,778 0 1	4,259 3 0	....	481 2 11	Tarana.
Gemalla	..	....	.....	....	.....	.....	......	......	....	....	....	....	..	..	....	....	80 17 4	....	80 17 4	Gemalla.
Locksley	4	543 19 0	3,728	278 19 3	292	89	......	......	....	....	478	....	22	..	131 6 0	410 5 3	315 7 0	94 18 3	....	Locksley.
Wambool	4	627 19 3	4,467	591 4 5	929	749	......	2	257	....	248	....	62	..	787 0 9	1,378 5 2	1,097 0 7	281 4 7	....	Wambool.
Brewongle	5	654 3 3	4,584	177 5 10	2,663	150	......	64	....	....	484	....	172	..	150 7 7	327 13 5	357 16 2	....	30 2 9	Brewongle.
Raglan	4	593 13 1	2,026	185 17 8	2,201	105	......	76	34	....	33	....	242	1	105 13 1	291 10 9	324 7 1	....	32 16 4	Raglan.
Kelso	6	879 9 9	1,434	467 10 2	7,383	549	10	617	43	....	2,576	....	749	5	1,900 17 1	2,368 7 3	2,640 2 8	....	271 15 5	Kelso.
Bathurst	53	8,183 16 7	68,652	22,920 16 1	29,895	28,811	10	15,740	498	63	1,924	478	209	16	36,244 11 6	59,165 7 7	61,379 3 1	....	2,213 15 6	Bathurst.
Perthville	7	603 5 11	6,917	813 11 11	4,777	1,567	......	595	4,100	....	1,870	....	142	13	2,511 11 3	3,325 3 2	3,305 13 10	19 9 4	....	Perthville.
George's Plains	5	690 10 2	4,202	473 2 9	1,053	191	......	30	259	....	347	....	125	..	440 12 1	913 14 10	922 8 0	....	8 13 2	George's Plains.
Wimbledon	4	563 4 10	3.113	225 3 9	441	214	.....	......	7	2	303	....	20	1	141 18 8	367 2 5	343 6 7	23 15 10	....	Wimbledon.
Newbridge	5	839 3 0	8,019	1,323 2 9	5,413	1,236	......	27	99	3	1,707	....	459	1	1,977 0 3	3,300 3 0	3,024 14 6	275 8 6	....	Newbridge.
Athol	..	....	......	....	......	......	......	......	....	....	....	....	..	..	....	....	55 3 8	....	55 3 8	Athol.
Blayney	33	4,035 11 5	26,797	5,932 0 5	14,817	7,550	......	2,257	422	30	1,040	....	999	2	9,665 6 6	15,597 6 11	15,881 8 11	....	284 2 0	Blayney.
Millthorpe	10	1,056 5 11	14,618	2.508 3 0	26,138	14,524	......	2,370	14	76	482	....	1,557	16	14,934 0 2	17,442 3 2	14,983 18 5	2,458 4 9	....	Millthorpe.
Spring Hill	11	1,084 12 3	8,521	931 14 8	8,992	16,476	......	314	180	444	522	....	1,070	105	4,958 2 9	5,889 17 5	3,838 16 5	2,051 1 0	....	Spring Hill.
Spring Hill Wheat Sdg.	14	599 8 2	......	....	563	62,780	......	......	....	....	....	....	..	..	16,798 7 0	16,798 7 0	....	16,798 7 0	....	Sprg. Hill Wht. Sdg
Orange	50	6,560 6 2	110,379	27,950 17 5	32,976	34,599	118	5,696	5,196	3,005	1,280	69	1,491	330	45,488 19 6	73,439 16 11	68,730 18 2	4,708 18 9	....	Orange.
Orange Triangle	..	....	......	....	65	7,015	......	......	....	....	....	....	..	..	1,968 1 4	1,968 1 4	....	1,968 1 4	....	Orange Tri'ngle
Cullya	3	463 17 1	......	....	1,519	209	......	......	....	....	61	....	98	..	....	....	2 7 11	....	2 7 11	Cullya.
Mullion Creek	6	651 15 7	2,883	291 5 5	840	175	......	......	314	....	962	....	11	..	125 15 9	417 1 2	402 6 11	14 14 3	....	Mullion Creek.
Kerr's Creek	4	556 0 11	2,582	229 6 6	767	85	......	......	....	....	100	....	..	..	56 14 7	286 1 1	246 16 7	39 4 6	....	Kerr's Creek.
Warnecliffe	3	457 0 10	583	44 4 10	118	19	......	......	....	....	1	....	..	..	5 18 11	50 3 9	68 13 2	....	18 9 5	Warnecliffe.
Euchareena	4	647 12 1	4,074	452 12 5	2,044	265	......	......	....	6	1,046	....	9	..	457 12 6	910 4 11	1,036 3 10	....	125 18 11	Euchareena.
Store Creek	3	614 5 11	2,993	363 0 9	1,943	195	......	......	....	10	678	....	..	..	214 10 7	577 11 4	517 3 10	60 7 6	....	Store Creek.
Stuart Town	5	640 10 0	8,195	1,082 13 2	2,015	595	......	......	6	....	184	....	8	2	859 17 0	1,942 10 2	2,026 14 1	....	84 3 11	Stuart Town.
Mumbil	4	654 0 11	3,641	566 19 4	2,673	374	......	......	....	....	1,122	....	4	2	609 12 7	1,176 11 11	1,330 1 3	....	153 9 4	Mumbil.
Dripstone	3	549 16 9	3,095	338 5 9	2,608	129	......	......	19	7	248	....	72	..	245 16 4	584 2 1	661 5 6	....	77 3 5	Dripstone.
Wellington	32	4,365 4 4	37,398	12,915 8 8	33,110	15,776	34	2,746	561	38	4,800	10	455	62	25,826 2 2	38,741 10 10	39,927 4 5	....	1,185 13 7	Wellington.
Mary Vale	5	707 12 2	1,518	320 3 10	7,651	218	......	......	....	....	446	....	405	3	317 17 0	638 0 10	580 4 6	57 16 4	....	Mary Vale.
Geurie	7	896 10 3	8,146	1,690 1 4	14,620	1,246	5	115	12,963	38	864	....	556	1	2,530 2 2	4,220 3 6	4,130 1 0	90 2 6	....	Geurie

NOTE.—The tonnage of bales of wool and trucks of hay, straw and chaff is included in the Goods Tonnage.

APPENDIX XX—*continued.*

Stations.	No. of hands, including Station-masters.	Total Salaries and Wages Expenditure. 1918.	No. of Passengers' Journeys. 1918.	Earnings from Tickets and Coaching Traffic. 1918.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Earnings from Goods and Live Stock. 1918.	Total Earnings.		Increase. 1918.	Decrease. 1918.	Stations.
					Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks	In. Trucks		1918.	1917.			
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Wongarbon	5	637 12 9	3,534	665 5 10	4,945	401	......	5	....	....	712	....	341	..	540 8 4	1,205 14 2	1,374 15 8	....	169 1 6	Wongarbon.
Eulomogo	4	416 0 9	430	94 17 4	1,414	38	......	......	....	....	1	....	50	..	21 1 7	115 18 11	150 11 11	....	34 13 0	Eulomogo.
Dubbo	39	5,227 19 0	54,969	20,551 1 5	27,302	13,859	25	2,216	417	21	4,479	1,288	435	55	23,641 18 5	44,192 19 10	50,871 16 11	....	6,678 17 1	Dubbo.
Elong Elong	3	50 16 4	250	47 1 3	6,843	401	13	......	....	....	.....	....	1	5	72 18 7	119 19 10	....	119 19 10	....	Elong Elong.
Minore	1	83 8 1	467	75 9 1	......	......	......	......	....	....	....	....	..	..	....	75 9 1	67 17 6	7 11 7	....	Minore.
Narromine	11	1,764 18 4	21,353	6,293 4 0	24,762	8,128	......	59	465	80	9,153	....	105	28	9,619 13 1	15,912 17 1	15,737 5 9	175 11 4	....	Narromine.
Trangie	6	813 4 6	9,121	4,595 8 1	4,861	2,467	......	......	....	8	7,701	....	86	39	6,119 10 2	10,174 18 3	10,490 4 8	224 13 7	....	Trangie.
Nevertire	5	743 1 10	5,567	2,358 10 6	3,694	2,110	......	......	....	....	9,392	....	11	23	2,941 15 5	5,200 5 11	5,280 16 6	19 9 5	....	Nevertire.
Mullengudgery	2	116 4 5	1,042	396 10 5	......	......	......	......	....	....	....	....	..	..	....	396 10 5	435 3 3	....	38 12 10	Mullengudgery.
Nyngan	16	2,043 7 3	17,217	7,206 0 11	3,713	3,642	2	56	223	30	7,346	1	3	68	9,811 11 2	17,017 12 1	13,658 9 5	3,359 2 8	....	Nyngan.
Girilambone	4	358 0 9	1,416	695 14 5	1,101	584	......	2	221	5	4,770	....	..	5	1,356 10 3	2,052 4 8	1,645 16 1	406 8 7	....	Girilambone.
Coolabah	2	299 7 3	989	697 16 3	336	353	......	......	642	1	1,761	....	1	7	929 15 2	1,627 11 5	1,571 0 1	56 11 4	....	Coolabah.
Byrock	5	503 16 11	1,301	1,103 1 10	767	621	......	......	....	15	3,033	....	..	2	1,055 12 6	2,158 14 4	1,940 19 7	217 14 9	....	Byrock.
Bourke	9	879 6 8	2,886	5,333 13 10	2,639	3,546	......	136	1	630	12,664	30	1	82	13,413 16 10	18,747 10 8	16,238 17 7	2,508 13 1	....	Bourke.
Quaker's Hill	1	29 4 0	26,709	599 7 6	......	......	......	......	....	....	....	....	..	..	....	599 7 6	....	599 7 6	....	Quaker's Hill.
Riverstone	6	787 3 2	107,677	2,998 5 9	22,236	4,415	......	2,642	....	175	52	....	..	29	32,376 13 5	35,374 19 2	45,664 17 10	....	10,289 18 8	Riverstone.
Mulgrave	3	464 18 5	19,563	895 4 7	4,560	1,265	......	10	....	....	3	....	20	4	671 16 1	1,567 0 8	1,314 15 0	252 5 8	....	Mulgrave.
Windsor	7	925 13 2	107,299	4,435 0 3	11,982	7,103	1	1,805	....	486	....	....	23	136	4,192 0 1	8,627 0 4	8,491 15 1	135 5 3	....	Windsor.
Clarendon	1	75 0 0	3,332	165 3 4	......	......	......	......	....	....	....	....	..	..	....	165 3 4	165 18 2	....	0 14 10	Clarendon.
Richmond	11	1,174 14 7	75,313	5,014 19 5	13,175	6,096	......	1,688	....	540	14	....	17	116	3,609 0 10	8,624 0 3	8,373 13 5	250 6 10	....	Richmond.
Piper's Flat	2	331 1 3	685	107 16 10	201	235	......	165	992	33	116	....	..	..	244 14 2	352 11 0	400 1 1	....	47 10 1	Piper's Flat.
Portland	8	961 10 8	11,317	2,180 7 7	82,567	3,986	329	5,841	3,844	4,769	1	....	1	31	48,704 11 7	50,884 19 2	49,129 0 11	1,755 18 3	....	Portland.
Cullen Bullen	5	391 15 10	4,077	652 8 3	453	1,077	115,254	197	33,825	....	74	....	..	16	5,237 13 1	5,890 1 4	6,007 13 0	....	117 11 8	Cullen Bullen.
Capertee	4	601 4 2	4,246	988 0 3	2,602	1,380	598	709	41,673	48	387	....	..	13	1,185 11 6	2,173 11 9	2,250 7 6	....	76 15 9	Capertee.
Clandulla	7	520 13 3	1,889	836 18 1	18,843	3,217	17,919	7	4,551	3,027	602	....	..	8	4,731 4 3	5,568 2 4	2,795 4 0	2,772 18 4	....	Clandulla.
Rylstone	10	823 4 11	9,319	2,308 2 10	1,410	1,819	6,084	302	2,320	....	2,155	....	7	12	3,247 9 11	5,555 12 9	5,884 4 7	....	328 11 10	Rylstone.
Lue	4	409 14 10	3,159	524 13 3	2,884	475	170	1,698	16,626	6	1,065	....	142	..	448 1 11	972 15 2	972 15 9	....	0 0 7	Lue.
Mudgee	20	2,092 16 2	21,505	9,585 9 4	20,668	7,600	......	3,578	986	9	6,068	....	1,554	10	13,961 18 8	23,547 8 0	25,596 10 11	....	2,049 2 11	Mudgee.
Gulgong	4	734 19 3	12,431	3,852 5 5	17,246	16,371	......	932	65,857	9	3,238	119	68	12	14,928 18 11	18,781 4 4	20,157 11 10	....	1,376 7 6	Gulgong.
Craboon	3	413 14 7	1,806	1,302 0 5	6,041	1,732	......	......	941	....	4,606	....	3	4	3,285 11 8	4,587 12 1	4,448 3 8	139 8 5	....	Craboon.
Dunedoo	3	518 12 4	3,887	1,734 4 11	4,396	1,521	......	......	....	4	832	....	19	7	3,436 1 11	5,170 6 10	11,540 18 8	....	6,370 11 10	Dunedoo.
Merrygoen	2	377 19 2	1,602	770 8 4	6,094	891	......	......	....	....	2,863	....	22	..	1,405 10 10	2,175 19 2	739 3 9	1,436 15 5	....	Merrygoen.
Binnaway	2	351 12 10	1,118	898 19 7	4,531	945	......	84	....	1	2,411	....	9	2	1,526 2 11	2,425 2 6	1,189 16 11	1,235 5 7	....	Binnaway.
Coonabarabran	3	505 7 11	2,023	1,561 12 6	3,619	1,627	......	12	....	2	3,274	....	..	13	4,875 19 1	6,437 11 7	343 16 11	6,093 14 8	....	Coonabarabran.
Stanfield	2	304 9 3	496	25 4 8	......	4	......	......	....	....	....	....	..	..	1 11 9	26 16 5	63 5 8	....	36 9 3	Stanfield.
Carcoar	5	684 16 0	8,286	1,374 2 11	1,453	933	......	387	29,673	2	1,096	....	87	4	1,700 13 5	3,074 16 4	3,184 8 11	....	109 12 7	Carcoar.
Mandurama	4	603 17 0	5,125	969 5 5	4,770	1,081	......	10	559	1	1,742	....	405	1	1,603 0 0	2,572 5 5	2,451 19 1	120 6 4	....	Mandurama.
Lyndhurst	5	693 4 3	4,494	614 18 8	4,728	535	......	10	184	2	989	....	496	..	679 12 11	1,294 11 7	1,585 15 11	....	291 4 4	Lyndhurst.
Swan Ponds	2	415 12 7	99	29 13 8	1,309	86	......	......	....	3	252	....	128	1	8 8 10	38 2 6	63 8 5	....	25 5 11	Swan Ponds.
Woodstock	6	835 17 4	9,264	2,076 8 9	7,754	1,226	......	20	360	66	2,860	1	514	..	2,068 5 2	4,144 13 11	4,296 9 0	....	151 15 1	Woodstock.
Holmwood	2	40 10 9	101	27 13 0	......	......	......	......	....	....	....	....	..	..	....	27 13 0	153 10 0	....	125 17 0	Holmwood.
Cowra	30	3,446 12 0	45,174	12,403 2 9	25,275	7,672	......	1,193	65	2	4,213	2	1,229	56	12,970 2 0	25,373 4 9	26,844 15 4	....	1,471 10 7	Cowra.
Canowindra	5	873 12 4	5,546	3,021 2 2	22,314	3,206	10	337	....	32	4,452	....	693	1	12,200 9 2	15,221 11 4	12,483 16 8	2,737 14 8	....	Canowindra.
Wattamondara	..	......	3,090	363 6 6	11,438	738	......	12	17	....	1,558	....	833	2	803 5 11	1,166 12 5	1,258 14 5	....	92 2 0	Wattamondara.
Borenore	8	633 5 1	2,350	490 1 11	3,469	804	......	......	180	12	1,531	....	295	2	1,094 14 10	1,584 16 9	1,493 13 4	91 3 5	....	Borenore.
Molong	13	1,324 5 3	11,442	3,975 9 11	17,973	6,960	......	505	3,369	12	4,390	....	254	3	9,261 9 0	13,236 18 11	11,678 13 11	1,558 5 0	....	Molong.
Manildra	4	669 15 11	3,076	1,582 18 7	14,298	1,450	......	25	....	....	1,745	....	202	1	2,334 5 2	3,917 3 9	4,104 12 4	....	187 8 7	Manildra.
Bumberry	4	472 1 8	521	180 18 4	1,486	212	......	......	....	....	310	....	1	..	143 14 9	324 13 1	279 19 9	44 13 4	....	Bumberry.
Cookamidgera	3	386 19 8	1,659	339 11 4	4,377	269	......	......	249	....	534	....	61	2	320 5 6	659 16 10	693 8 10	....	33 12 0	Cookamidgera.
Parkes	16	2,416 15 8	33,884	11,976 15 11	32,434	9,384	74	729	970	4	3,978	....	203	35	14,499 1 1	26,475 17 0	25,235 7 3	1,240 9 9	....	Parkes.
Daroobalgie	2	80 11 8	955	86 2 3	1,293	659	......	1,769	....	....	99	....	..	2	687 6 4	773 8 7	....	773 8 7	....	Daroobalgie.
Forbes	11	1,578 6 10	42,003	10,376 19 10	19,728	9,813	......	4,422	15	443	10,242	4	463	..	34,645 0 6	45,022 0 4	40,435 2 3	4,586 18 1	....	Forbes.
Bogan Gate	4	491 8 3	4,581	1,787 13 7	16,610	2,278	......	153	2,215	....	2,328	....	67	7	3,411 4 10	5,198 18 5	4,593 11 7	605 6 10	....	Bogan Gate.
Trundle	4	535 4 9	3,750	2,376 0 6	11,454	3,911	3	10	398	8	3,220	....	205	7	4,790 15 7	7,166 16 1	7,237 5 11	....	70 9 10	Trundle.
Tullamore	3	462 9 10	2,001	1,209 5 2	10,838	2,504	......	17	3,566	1	5,204	....	9	17	1,868 1 11	3,077 7 1	4,256 8 2	....	1,179 1 1	Tullamore.
Tottenham	3	437 9 3	3,142	1,340 10 5	2,381	1,245	......	1,024	1,739	4,308	2,420	....	7	37	4,861 11 10	6,202 2 3	6,019 8 2	182 14 1	....	Tottenham.
Condobolin	7	1,191 1 3	6,850	5,445 6 11	8,521	13,867	......	623	1,305	25	16,809	16	39	78	12,731 16 7	18,177 3 6	21,071 14 10	....	2,894 11 4	Condobolin.
Eumungerie	2	342 10 11	2,143	453 17 7	15,847	2,037	......	......	188	72	1,941	....	26	12	1,129 13 2	1,583 10 9	1,504 18 0	78 12 9	....	Eumungerie.

NOTE.—The tonnage of bales of wool and trucks of hay, straw and chaff is included in the Goods Tonnage.

APPENDIX XX.—*continued*.

Stations.	No. of hands including Station-masters.	Total Salaries and Wages Expenditure. 1918.	No. of Passengers journeys. 1918.	Revenue from Tickets and Coaching Traffic. 1918.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Revenue from Goods and Live Stock. 1918.	Total Earnings.		Increase. 1918.	Decrease. 1918.	Stations.
					Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks	In. Trucks		1918.	1917.			
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Balladoran	1	114 3 6	1,052	247 14 7	......	......	......	......	....	....	....	....	..	..	......	247 14 7	268 13 4	......	20 18 9	Balladoran.
Gilgandra	6	984 1 8	8,067	4,364 19 0	19,714	4,608	......	12	119	....	3,080	....	12	24	10,911 14 8	15,276 13 8	14,385 7 5	890 6 3	......	Gilgandra.
Armatree	1	102 14 3	1,260	631 18 6	8,441	......	......	......	....	....	....	....	..	..	......	631 18 6	368 19 2	262 19 4	......	Armatree.
Curban	2	234 7 9	1,009	377 18 0	3,335	1,027	......	......	....	....	3,757	....	38	17	850 11 7	1,228 9 7	1,308 5 4	......	79 15 9	Curban.
Gular	3	437 13 11	3,418	2,298 16 1	4,638	1,628	......	......	....	....	6,320	....	2	33	4,870 9 8	7,169 5 9	7,041 12 2	127 13 7	......	Gular.
Coonamble	6	1,216 19 11	10,052	8,495 10 8	......	6,730	......	59	....	148	22,173	....	9	207	19,940 7 9	28,435 18 5	23,097 6 8	5,338 11 9	......	Coonamble.
Peak Hill	3	523 5 3	4,400	2,109 1 7	8,957	3,412	......	48	120	447	2,960	18	29	5	5,432 10 8	7,541 12 3	8,095 10 8	......	553 18 5	Peak Hill.
Warren	3	505 0 8	7,352	3,810 5 6	2,170	2,591	......	10	....	392	10,740	....	2	74	6,575 1 3	10,385 6 9	10,932 18 9	......	547 12 0	Warren.
Hermidale	2	298 9 6	2,769	1,460 19 8	4,968	817	......	1,048	5,737	30	2,287	....	1	25	2,173 18 0	3,634 17 8	7,762 5 7	......	4,127 7 11	Hermidale.
Boppy Mountain	2	372 2 4	2,915	1,392 3 2	4,245	1,651	......	12	277	30	1,459	....	4	42	4,108 6 3	5,500 9 5	7,291 11 4	......	1,791 1 11	Boppy Mountain.
Cobar	9	1,437 8 7	8,113	7,539 17 9	4,700	16,463	......	43,680	7,108	19,426	6,639	....	2	196	73,575 19 6	81,115 17 3	70,533 11 10	10,582 5	......	Cobar.
Brewarrina	3	524 7 6	2,063	2,648 6 6	2,030	2,197	......	12	....	....	12,239	396	3	71	7,684 7 5	10,332 13 11	10,833 8 11	......	500 15 0	Brewarrina.
North Strathfield	1	17 3 1	5,757	70 4 0	......	......	......	......	....	....	....	....	..	..	......	70 4 0	......	70 4 0	......	N. Strathfield.
Concord West	6	850 12 3	217,170	2,724 6 5	804	1,085	......	47	....	74	....	....	..	..	1,949 5 6	4,673 11 11	5,435 2 10	......	761 10 11	Concord West.
Rhodes	4	728 16 11	125,203	1,539 12 4	10,562	16,506	......	5,069	43	3,680	....	....	..	7	7,195 16 5	8,735 8 9	9,583 15 11	......	848 7 2	Rhodes.
Meadow Bank	6	842 15 1	357,887	5,209 1 4	700	920	......	936	....	28	....	....	..	..	1,171 11 0	6,380 12 4	6,565 14 9	......	185 2 5	Meadow Bank.
Ryde	10	1,315 12 9	530,531	7,637 9 1	1,046	14,077	43	20,385	1,740	4,004	....	....	13	280	9,559 4 10	17,196 13 11	15,184 17 2	2,011 16 9	......	Ryde.
Eastwood	10	1,389 19 10	687,539	10,188 19 9	1,024	7,146	......	2,107	....	1,211	....	....	10	103	2,130 1 7	12,319 1 4	10,723 4 0	1,595 17 4	......	Eastwood.
Epping	7	1,315 2 8	688,250	11,187 10 2	740	8,003	......	365	11	1,506	....	....	9	76	1,899 4 1	13,086 14 3	11,022 5 7	2,064 8 8	......	Epping.
Cheltenham	1	149 6 1	137,396	2,089 5 5	......	......	......	......	....	....	....	....	..	..	......	2,089 5 5	2,018 11 5	70 14 0	......	Cheltenham.
Beecroft	7	945 1 9	327,491	5,590 6 11	866	1,312	......	28	....	920	....	....	1	16	198 7 3	5,788 14 2	5,587 7 2	201 7 0	......	Beecroft.
Pennant Hills	7	1,161 1 3	198,752	3,937 1 1	9,407	11,559	......	146	....	2,422	....	....	3	225	2,363 18 7	6,300 19 8	5,355 14 0	945 5 8	......	Pennant Hills.
Thornleigh	4	645 7 4	186,160	2,942 16 9	4,065	2,981	......	3,117	....	951	....	....	..	3	1,872 4 3	4,815 1 0	4,227 8 3	587 12 9	......	Thornleigh.
Normanhurst	1	99 17 2	64,955	1,007 12 10	......	......	......	......	....	....	....	....	..	..	......	1,007 12 10	895 12 9	112 0 1	......	Normanhurst.
Hornsby	56	8,267 17 0	651,129	14,579 18 11	4,689	11,461	10	2,731	92	2,532	....	....	29	300	4,438 17 5	19,018 16 4	17,204 18 1	1,813 18 3	......	Hornsby.
Waitara	2	310 12 10	260,894	3,837 18 4	......	8	......	......	....	....	....	....	..	..	2 6 0	3,840 4 4	3,398 1 2	442 3 2	......	Waitara.
Wahroonga	6	762 17 5	527,401	8,049 14 8	966	2,728	10	384	....	557	....	....	1	8	476 12 11	8,526 7 7	8,051 14 5	474 13 2	......	Wahroonga.
Warrawee	2	323 12 8	223,239	3,704 12 2	1	6	......	......	....	....	....	....	..	..	2 8 1	3,707 0 3	3,470 7 11	236 12 4	......	Warrawee.
Turramurra		809 8 5	440,900	7,337 10 1	569	5,793	......	411	198	1,613	....	....	2	88	1,017 9 7	8,354 19 8	7,676 10 1	678 9 7	......	Turramurra.
Pymble	6	772 14 3	483,941	6,677 6 4	2,706	6,604	6	280	155	2,601	....	....	16	122	1,331 12 3	8,008 18 7	7,437 4 4	571 14 3	......	Pymble.
Gordon	7	926 16 2	558,713	7,926 7 7	96	3,687	3	164	....	1,066	....	....	3	77	713 3 0	8,639 10 7	7,746 18 7	892 12 0	......	Gordon.
Killara	3	509 10 4	541,248	7,849 11 9	......	11	......	......	....	....	....	....	..	..	8 17 6	7,858 9 3	7,272 11 8	585 17 7	......	Killara.
Lindfield	7	994 2 3	813,825	11,736 2 11	104	5,716	......	205	....	2,503	....	....	7	64	1,229 11 6	12,965 14 5	11,148 2 9	1,817 11 8	......	Lindfield.
Roseville	6	782 4 5	1,012,217	13,658 15 6	2	51	......	......	....	....	....	....	..	..	22 10 6	13,681 6 0	11,718 11 7	1,962 14 5	......	Roseville.
Chatswood	11	1,655 13 8	1,577,706	20,830 17 7	1,147	16,262	10	10,628	126	10,034	....	....	35	495	8,180 2 10	29,011 0 5	25,955 14 8	3,055 5 9	......	Chatswood.
Artarmon	4	616 12 4	977,145	10,248 19 10	8	6	......	9	....	....	....	....	..	..	7 13 6	10,256 13 4	8,832 16 1	1,423 17 3	......	Artarmon.
St. Leonards	7	1,248 4 9	557,360	5,798 9 9	2,618	24,008	42	9,038	2,713	8,130	....	....	114	878	8,857 13 3	14,656 3 0	13,761 7 4	894 15 8	......	St. Leonards.
Wollstonecraft	4	665 1 11	323,459	3,193 9 8	......	......	......	......	....	....	....	....	..	..	......	3,193 9 8	2,971 13 4	221 16 4	......	Wollstonecraft.
Bay Road	3	473 17 1	365,550	3,239 8 6	71	541	43	124	15	280	....	....	..	..	76 8 9	3,315 17 3	2,824 4 7	491 12 8	......	Bay Road.
Milson's Point	10	4,649 17 10	1,267,502	18,228 15 2	1,127	2,936	585	1,301	14	425	....	....	1	38	1,463 19 9	19,692 14 11	19,183 15 11	508 19 0	......	Milson's Point.
Kuring-gai	3	510 10 9	12,415	231 17 0	172	1,029	......	19	....	29	....	....	..	1	27 3 4	259 0 4	249 6 7	9 13 9	......	Kuring-gai.
Berowra	1	149 1 11	20,662	832 15 5	......	......	......	......	....	....	....	....	..	..	......	832 15 5	759 18 11	72 16 6	......	Berowra.
Cowan	3	589 1 5	4,343	66 10 1	......	......	......	......	....	....	....	....	..	..	0 2 0	66 12 1	59 3 1	7 9 0	......	Cowan.
Hawkesbury River	15	2,155 8 3	43,184	3,265 7 8	2,097	1,362	......	66	774	....	....	....	..	..	604 14 1	3,870 1 9	4,395 0 8	......	524 18 11	Hawkesbury.
Woy Woy	5	797 9 9	58,411	5,655 14 11	692	1,489	......	101	....	60	....	....	..	..	445 4 1	6,100 19 0	5,271 10 11	829 8 1	......	Woy Woy.
Point Clare	1	99 9 8	7,287	422 18 5	5	26	......	......	....	....	....	....	..	..	16 2 6	438 10 11	390 13 5	47 17 6	......	Point Clare.
Gosford	13	2,000 12 1	74,201	7,565 7 3	6,675	6,406	2	168	9	1,081	....	....	46	241	4,084 1 8	11,649 8 11	13,103 9 4	......	1,454 0 5	Gosford.
Narara	4	569 16 5	11,977	374 9 7	2,967	1,730	15	14	....	552	....	....	..	18	708 2 2	1,082 11 9	775 12 8	306 19 1	......	Narara.
Lisarow	4	504 12 10	10,910	440 14 9	......	......	......	......	....	....	....	....	..	..	......	440 14 9	51 9 7	389 5 2	......	Lisarow.
Ourimbah	7	933 2 3	19,742	1,190 6 5	7,283	2,825	......	23	....	109	....	....	12	95	1,951 3 3	3,141 9 8	3,335 17 1	......	194 7 5	Ourimbah.
Tuggerah	4	528 8 6	5,375	528 17 1	3,148	433	......	......	....	333	....	....	1	5	459 7 3	988 4 4	829 8 5	158 15 11	......	Tuggerah.
Wyong	10	1,372 3 8	45,806	5,364 19 5	16,257	5,522	......	86	15	740	....	....	5	123	5,801 6 11	11,166 6 4	11,425 5 9	......	258 19 5	Wyong.
Wyee	4	640 12 1	9,251	640 1 9	4,201	887	45	......	....	268	....	....	..	21	684 13 3	1,324 15 0	1,354 3 1	......	29 8 1	Wyee.
Morisset	5	816 6 11	20,525	1,715 14 6	9,092	1,465	......	252	....	212	....	....	1	15	1,429 12 7	3,145 7 1	3,033 6 7	112 0 6	......	Morisset.
Dora Creek	5	827 15 6	18,857	1,499 8 1	4,527	2,689	......	121	....	30	....	....	..	5	2,354 1 10	3,853 9 11	3,520 7 5	333 2 6	......	Dora Creek.
Awaba	4	594 11 3	6,332	338 15 10	5,979	213	250	......	290	....	3	....	..	1	512 8 0	851 3 10	838 7 1	12 16 9	......	Awaba.
Fassifern	5	720 16 10	49,008	1,073 11 5	119	376	50,684	......	2,893	....	....	....	..	1	110 19 8	1,184 11 1	1,034 11 11	149 19 2	......	Fassifern.
Teralba	8	1,182 2 9	82,243	1,778 19 11	177	1,418	103,642	......	15,149	42	....	....	2	22	619 8 8	2,398 8 7	2,429 3 3	......	30 14 8	Teralba.

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff is included in the Goods Tonnage.

APPENDIX XX—*continued.*

Stations.	No. of hands, including Station-master.	Total Salaries and Wages Expenditure. 1918.	No. of Passengers' Journeys. 1918.	Revenue from Tickets and Coaching Traffic. 1918.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW AND CHAFF.		Revenue from Goods and Live Stock. 1918.	Total Earnings.		Increase. 1918.	Decrease. 1918.	Stations.
					Out Tons.	In Tons.	Out Tons.	In Tons.	Out Tons.	In Tons.	Out Bales.	In Bales.	Out Trucks	In Trucks		1918.	1917.			
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	s. d.	£ s. d.	
Cockle Creek	19	2,455 10 1	176,911	5,032 6 4	36,580	19,034	201,927	75,763	1,283	93,895	....	....	16	144	24,915 8 3	29,947 14 7	32,623 7 2	....	2,675 12 7	Cockle Creek.
Cardiff	5	805 3 4	136,572	1,618 5 3	81	1,929	3,640	......	26	81	....	....	..	2	216 17 2	1,835 2 5	1,589 18 5	245 4 0	....	Cardiff.
Adamstown	15	2,159 3 10	418,416	3,989 3 9	728	6,461	46,431	2,372	21	1,158	....	....	1	64	618 5 10	4,607 9 7	3,451 5 1	1,156 4 6	....	Adamstown
Belmont	2	41 17 1	......	....	908	1,078	......	41	....	136	....	....	..	1	335 14 4	335 14 4	179 19 10	155 14 6	....	Belmont.
Broadmeadow	8	1,209 12 3	213,442	3,567 15 11	39	1,059	......	527	....	977	....	....	..	1	451 14 2	4,019 10 1	3,503 9 5	516 0 8	....	Broadmeadow.
Woodville	29	4,304 16 8	632,870	11,447 1 5	21,058	26,964	17,030	84,878	3,210	9,281	....	....	2	42	16,324 8 3	27,771 9 8	27,393 19 8	377 10 0	....	Woodville. Hamilton.
Hamilton	18	2,535 10 6																		
Hamilton Weighbridge	10	1,598 14 8	......	....	......	......	3,365,181	......	....	....	....	....	..	..	....	....	....	....	....	Hamilton Weighbridge.
Bullock Island	128	18,293 19 2	......	....	29,152	37,782	2,962	390,865	60,037	45,938	....	....	..	9	47,607 9 7	47,607 9 7	57,281 1 6	....	9,673 11 11	Bullock Island.
Honeysuckle Point	23	3,652 8 10	214,956	8,902 17 3	19,487	30,282	1,704	5,431	2,136	5,106	....	....	254	1,015	16,936 7 3	25,839 4 6	22,139 12 0	3,699 12 6	....	Honeysuckle P.
Newcastle	195	27,085 12 5	679,079	84,864 5 0	54,909	59,830	14	3,374,891	10,960	3,267	53	3	451	1,375	298,519 14 10	383,383 19 10	342,914 7 11	40,469 11 11	....	Newcastle.
Waratah	14	2,320 9 3	415,257	5,565 11 10	4,446	4,252	9,283	40,218	2,013	8,102	....	....	3	30	6,158 17 7	11,724 9 5	12,473 9 5	....	749 0 0	Waratah.
Sandgate	4	629 9 8	20,346	337 6 7	......	......	......	......	....	....	....	....	..	..	....	337 6 7	293 8 6	38 18 1	....	Sandgate.
Hexham	10	1,478 13 4	69,576	2,269 18 2	402	2,199	37,860	55	3,639	1,473	....	....	6	25	927 11 5	3,197 9 7	2,992 17 1	204 12 6	....	Hexham.
Tarro	3	510 11 7	23,367	647 13 0	1,511	398	......	......	77	872	....	....	28	..	167 11 6	815 4 6	869 13 2	....	54 8 8	Tarro.
Thornton	7	890 12 3	25,572	457 15 7	15,194	2,439	7,936	......	25	692	....	....	3	..	1,964 8 8	2,422 4 3	2,228 3 6	194 0 9	....	Thornton.
East Maitland	21	2,816 6 0	190,255	6,638 8 4	10,349	6,229	470	980	....	552	....	....	691	71	2,626 6 10	9,264 15 2	8,728 11 6	536 3 8	....	East Maitland.
High-street	4	510 18 2	101,709	2,872 9 7	......	......	......	......	....	....	....	....	..	..	....	2,872 9 7	2,717 9 5	155 0 2	....	High-street.
West Maitland, East Greta Line	60	9,693 2 6	706,265	32,979 5 5	22,377	56,077	146,226	11,462	3,093	7,406	2	....	818	943	23,045 3 7	56,024 9 0	52,426 14 5 3,732 1 7	3,597 14 7	.... 3,732 1 7	West Maitland. E. Greta Line.
Farley	5	817 7 7	5,415	280 13 10	352	444	20,869	14	18	....	....	....	..	2	11,867 16 5	12,148 10 3	13,158 6 8	....	1,009 16 5	Farley.
Lochinvar	5	636 19 1	8,157	521 3 7	419	173	......	59	....	....	....	....	3	..	402 12 1	923 15 8	883 8 1	40 7 7	....	Lochinvar.
Allandale	3	475 8 3	7,086	429 8 7	949	456	......	22	....	....	2	....	8	11	339 12 1	769 0 8	973 17 11	....	204 17 3	Allandale.
Greta	7	1,017 13 10	30,926	1,642 3 11	139	2,800	5,960	25	3,976	10	....	....	..	16	1,137 4 10	2,779 8 9	2,895 7 4	....	115 18 7	Greta.
Branxton	6	920 2 0	31,087	2,420 10 6	7,488	3,191	134	430	....	45	68	....	13	33	2,122 10 5	4,543 0 11	5,338 16 2	....	795 15 3	Branxton.
Belford	2	199 14 0	2,842	198 14 1	......	......	......	......	....	....	....	....	..	..	....	198 14 1	243 1 3	....	44 7 2	Belford.
Minimbah	4	585 0 4	742	40 5 9	2	5	......	......	....	....	....	....	..	..	0 11 11	40 17 8	40 13 4	4 4	....	Minimbah.
Whittingham	3	544 19 11	1,564	389 5 11	212	228	......	36	15	693	58	....	9	5	422 4 2	811 10 1	1,165 8 5	....	353 18 4	Whittingham.
Singleton	37	5,044 15 5	59,863	12,642 8 2	9,949	10,622	28	3,986	....	3,158	392	....	30	134	15,291 6 8	27,933 14 10	26,440 18 4	1,492 16 6	....	Singleton.
Padulla	4	512 3 10	......	....	228	2	374	......	....	....	....	....	..	..	4 11 9	4 11 9	....	4 11 9	....	Padulla.
Nundah	3	526 2 3	592	68 19 10	167	84	1,061	6	....	....	....	....	..	..	29 12 10	98 12 8	69 15 11	28 16 9	....	Nundah.
Glennie's Creek	2	203 2 10	916	176 11 5	985	210	......	......	....	....	1	....	..	1	78 2 10	254 14 3	226 12 4	28 1 11	....	Glennie's Creek
Ravensworth	5	623 1 3	2,185	397 7 3	389	374	......	......	....	....	422	....	2	11	248 0 10	645 8 1	927 0 1	....	281 12 0	Ravensworth.
Muswellbrook	26	3,160 17 2	26,989	9,091 11 3	3,233	6,454	15,680	46	....	8	1,193	....	16	140	11,840 18 9	20,932 10 0	20,399 2 2	533 7 10	....	Muswellbrook.
Aberdeen	11	1,273 3 1	9,885	3,265 2 0	4,600	3,380	......	3,385	....	1	1,094	....	34	19	10,134 5 8	13,399 7 8	15,222 11 0	....	1,823 3 4	Aberdeen.
Scone	16	1,922 3 10	19,336	7,745 18 2	3,612	5,460	......	546	....	16	7,518	....	180	31	7,922 10 0	15,668 8 2	16,914 12 1	....	1,246 3 11	Scone.
Parkville	4	572 11 4	901	213 16 4	812	242	......	......	....	....	293	....	90	....	241 16 7	455 12 11	573 14 7	....	118 1 8	Parkville.
Wingen	7	658 18 8	2,700	333 9 4	264	312	......	......	....	....	478	....	3	4	505 11 9	839 1 1	761 10 6	77 10 7	....	Wingen.
Blandford	5	640 15 3	1,200	361 8 4	528	320	......	......	....	2	2,871	....	..	6	1,280 0 3	1,641 8 7	1,559 14 1	81 14 6	....	Blandford.
Murrurundi	16	2,279 4 10	42,443	3,429 18 1	459	2,654	......	203	....	73	451	....	1	22	2,862 1 3	6,291 19 4	5,395 13 1	896 6 3	....	Murrurundi.
Ardglen	5	624 11 10	1,084	145 14 2	78	70	......	......	....	....	365	....	..	1	126 5 9	271 19 11	357 14 3	....	85 14 4	Ardglen.
Willow-tree	6	910 7 9	6,019	1,365 1 8	2,736	1,494	......	......	....	....	3,888	....	35	29	2,932 17 3	4,297 18 11	4,297 14 0	4 11	....	Willow-tree.
Quirindi	17	2,127 19 0	21,822	9,147 1 9	9,733	7,563	......	1,514	....	5	11,128	....	70	55	13,387 3 4	22,534 5 1	21,854 9 3	679 15 10	....	Quirindi.
Quipolly	3	568 0 2	1,023	134 6 10	377	133	......	......	....	....	102	....	8	9	60 6 8	194 13 6	178 17 3	15 16 3	....	Quipolly.
Werris Creek	50	7,255 7 11	14,567	4,571 0 4	1,042	1,728	......	60	....	3	891	....	13	13	3,206 15 3	7,777 15 7	10,004 5 1	....	2,226 9 6	Werris Creek.
Currabubula	5	705 10 10	7,703	1,070 0 0	1,395	773	......	13	....	....	2,444	....	3	20	1,678 8 0	2,748 8 0	2,435 8 7	312 19 5	....	Currabubula.
Duri	4	590 11 5	2,963	551 11 10	4,654	453	......	......	....	....	496	....	34	1	413 5 3	964 17 1	1,177 0 8	....	212 3 7	Duri.
West Tamworth	14	1,991 11 0	6,738	1,335 11 6	10,877	4,068	......	131	51	7	4,290	....	399	17	11,461 19 4	12,797 10 10	11,647 0 1	1,150 10 9	....	West Tamworth
Tamworth	24	3,164 15 6	50,514	25,276 14 8	15,714	17,936	38	5,250	3	126	579	8	370	47	25,437 12 4	50,714 7 0	48,457 15 8	2,256 11 4	....	Tamworth.
Nemingha	2	328 6 7	316	100 13 9	8,980	227	......	15	....	....	2,476	....	876	..	472 14 3	573 8 0	664 7 6	....	90 19 6	Nemingha.
Kootingal	11	804 4 5	2,825	826 11 1	2,638	1,073	6	12	40	18	2,388	....	218	13	1,433 18 10	2,260 9 11	1,847 10 8	412 19 3	....	Kootingal.
Danglemah	..	....	523	93 14 1	45	58	......	......	27	....	229	....	..	3	46 11 1	140 5 2	....	140 5 2	....	Danglemah.
Woolbrook	4	587 12 3	3,128	743 4 11	731	1,091	12	71	....	4	1,022	....	..	30	1,732 11 6	2,475 16 5	2,270 18 2	204 18 3	....	Woolbrook.
Walcha Road	6	866 3 4	5,370	3,522 10 8	1,574	2,828	......	11	....	71	7,336	....	1	41	6,548 17 6	10,071 8 2	10,330 14 10	....	259 6 8	Walcha Road.
Wollun	1	56 2 0	904	168 15 0	......	......	......	......	....	....	....	....	..	..	....	168 15 0	181 1 11	....	12 6 11	Wollun.
Kentucky	4	577 17 8	1,109	225 10 10	314	188	......	......	....	6	1,852	....	..	8	107 6 2	332 17 0	301 14 0	31 3 0	....	Kentucky.
Uralla	15	1,372 10 2	11,932	4,705 0 3	2,739	2,935	......	24	410	41	8,897	89	49	27	7,675 7 0	12,380 7 3	10,912 6 3	1,468 1 0	....	Uralla.
Armidale	29	2,954 5 11	37,036	20,616 3 10	6,524	10,142	12	2,350	623	101	9,043	2	86	120	24,720 18 4	45,337 2 2	44,883 13 7	453 8 7	....	Armidale.

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff, is included in the Goods Tonnage.

APPENDIX XX—*continued.*

Stations.	No. of hands, including Station-master.	Total Salaries and Wages Expenditure. 1918.	No. of Passengers' Journeys. 1918.	Revenue from Tickets and Coaching Traffic. 1918.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Revenue from Goods and Live Stock. 1913.	Total Earnings.		Increase. 1913.	Decrease. 1918.	Stations.
					Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales.	In. Bales.	Out. Trucks	In. Trucks		1918.	1917.			
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Dumaresq	4	105 3 10	671	118 9 7	......	......	......	......	....	...	....	....	..	..	....	118 9 7	125 6 8	....	6 17 1	Dumaresq.
Black Mountain	6	559 17 7	2,028	560 7 10	2,390	534	......	......	....	3	524	....	50	13	509 12 10	1,070 0 8	911 19 2	158 1 6	....	Blac k Mountain
Guyra	9	977 18 5	10,698	4,128 3 8	5,967	3,488	......	38	....	34	4,671	....	102	83	5,521 19 8	9,650 3 4	9,578 0 0	72 3 4	....	Guyra.
Ben Lomond	5	482 5 5	3,783	668 13 6	1,137	530	......	......	....	4	1,346	....	26	14	705 8 1	1,374 1 7	1,520 2 8	....	146 1 1	Ben Lomond.
Glencoe	6	476 3 7	3,034	529 14 0	3,255	406	......	......	....	....	937	....	253	4	350 10 1	880 4 1	968 9 6	....	88 5 5	Glencoe.
Glen Innes	21	2,348 17 5	31,515	19,684 17 8	11,609	12,422	......	1,070	185	19	6,110	33	690	102	23,347 13 10	43,032 11 6	40,709 14 2	2,322 17 4	....	Glen Innes.
Dundee	2	115 16 9	1,199	248 17 8	......	......	......	......	....	....	....	....	..	..	....	248 17 8	219 18 3	28 19 5	....	Dundee.
Deepwater	9	684 14 1	8,611	4,409 14 7	3,638	4,550	......	50	1,623	2	2,430	97	6	84	8,441 11 1	12,851 5 8	11,095 8 2	1,755 17 6	....	Deepwater.
Bolivia	2	378 5 0	2,224	446 6 9	1,308	239	......	......	111	2	176	....	17	1	917 8 2	1,363 14 11	751 4 7	612 10 4	....	Bolivia.
Tenterfield	14	1,627 19 7	26,401	20,243 7 2	3,319	5,254	......	36	400	6	395	....	11	74	19,074 3 11	39,317 11 1	28,212 0 3	11,105 10 10	....	Tenterfield.
Wallangarra	..	......	10,928	6,997 10 3	54,816	31,604	......	......	1,128	68	154	....	5	3,134	12,883 17 3	19,881 7 6	23,831 14 6	....	3,950 7 0	Wallangarra.
Toronto	7	494 13 5	153,593	3,833 0 9	1,110	2,135	......	140	....	15	....	....	..	12	649 10 11	4,482 11 8	4,480 13 7	1 18 1	....	Toronto.
Wallsend	8	1,196 6 7	3,513	155 11 4	6,544	10,576	132,479	1,243	3,289	578	....	....	19	119	2,465 1 6	2,620 12 10	2,742 10 4	....	121 17 6	Wallsend.
Morpeth	7	1,079 4 11	104,365	3,225 2 8	13,675	6,466	......	2,449	2	1,156	....	30,871	618	26	11,449 7 11	14,674 10 7	16,252 3 10	....	1,577 13 3	Morpeth.
Paterson	6	747 4 11	12,138	1,435 1 4	1,710	1,580	......	13	....	10	1	....	1	14	1,404 19 3	2,840 0 7	2,661 8 9	178 11 10	....	Paterson.
Martin's Creek	5	400 18 0	3,688	343 14 11	1,058	534	......	651	21,366	29	1	....	..	1	3,216 1 3	3,559 16 2	1,018 9 8	2,541 6 6	....	Martin's Creek.
Wallarobba	4	370 16 0	3,424	346 8 0	561	430	......	......	....	31	7	....	1	6	189 4 5	535 12 5	1,076 17 0	....	541 4 7	Wallarobba.
Dungog	6	1,042 4 10	19,939	5,817 13 3	11,868	5,566	......	1,013	10	333	9	....	7	79	5,107 15 4	10,925 8 7	10,375 17 0	549 11 7	....	Dungog.
Stroud Road	8	716 14 4	6,928	1,582 13 9	19,364	3,069	......	47	....	257	1	....	3	59	6,264 3 2	7,846 16 11	5,740 6 2	2,106 10 9	....	Stroud Road
Gloucester	15	1,051 5 4	12,122	3,760 6 10	4,402	5,201	......	160	4,531	913	51	....	6	84	6,665 1 2	10,425 8 0	9,018 13 9	1,406 14 3	....	Gloucester.
Mt. George	4	215 7 0	5,362	428 17 3	2,065	352	......	......	....	....	1	....	2	2	469 13 6	898 10 9	1,135 10 1	....	236 19 4	Mt. George.
Wingham	12	918 3 6	24,433	5,610 10 0	3,203	1,891	......	178	1,210	....	....	....	8	85	2,328 1 7	7,938 11 7	7,024 9 0	914 2 7	....	Wingham.
Taree	18	1,109 3 4	29,194	9,860 3 5	4,720	3,815	6	363	27,361	400	....	....	6	94	7,854 18 5	17,715 1 10	17,746 0 0	....	30 18 2	Taree.
Coopernook	..	42 15 9	1,962	68 8 4	22	38	......	......	....	...	....	....	..	2	16 0 1	84 18 5	1,152 6 7	....	1,067 18 2	Coopernook.
Kendall	..	40 3 4	159	61 5 7	157	34	......	......	....	....	....	....	..	2	21 7 6	82 13 1	1,278 2 0	....	1,195 8 11	Kendall.
Wauchope	9	758 11 1	27,208	9,975 6 4	4,280	2,673	......	466	360	....	....	....	2	50	1,960 2 11	11,944 9 3	14,627 17 9	....	2,683 8 6	Wauchope.
Kempsey	9	436 7 10	17,093	12,751 0 4	254	2,566	......	133	....	360	....	....	..	16	1,204 19 9	13,956 0 1	....	13,956 0 1	....	Kempsey.
Coff's Harbour	1	304 16 0	5,616	546 19 3	725	7,200	......	......	....	....	....	....	11	..	845 13 3	1,392 12 6	1,833 17 1	....	441 4 7	Coff's Harbour.
Raleigh	1	228 12 1	1,104	74 17 3	7,200	725	......	......	....	....	....	....	..	11	381 10 3	456 7 6	476 17 1	....	20 9 7	Raleigh.
Glenreagh	1	205 0 0	1,927	256 4 1	9,174	822	......	......	....	....	....	....	..	..	1,723 18 9	1,980 2 10	2,296 8 0	....	316 5 2	Glenreagh.
South Grafton	2	281 11 2	2,481	375 17 9	822	9,174	......	......	....	....	....	....	..	..	868 1 8	1,243 19 5	1,176 9 8	67 9 9	....	South Grafton.
Denman	2	368 9 6	2,391	781 6 6	1,726	2,776	......	461	....	....	2,903	....	13	31	3,662 17 6	4,444 4 0	6,371 18 11	....	1,927 14 11	Denman.
Merriwa	3	354 6 5	2,158	867 14 6	1,203	1,461	......	162	....	....	2,181	....	2	..	1,921 18 9	2,859 13 3	....	2,859 13 3	....	Merriwa.
Breeza	6	718 10 9	1,827	614 13 5	3,782	323	232	......	....	14	1,087	12	7	3	868 11 1	1,483 4 6	1,361 7 8	121 16 10	....	Breeza.
Curlewis	5	803 5 5	3,314	1,521 15 3	3,815	924	1,923	8	14	....	2,540	....	13	15	3,896 15 6	5,418 10 9	8,750 11 6	....	3,332 0 9	Curlewis.
Gunnedah	18	2,116 0 6	15,401	9,721 1 1	21,093	9,865	6,527	3,036	8	1	7,894	....	21	43	20,828 14 7	30,549 15 8	30,889 9 6	....	339 13 10	Gunnedah.
Emerald Hill	3	592 11 9	1,841	376 4 5	1,582	389	1,899	......	....	8	396	....	6	19	584 11 0	960 15 5	732 10 10	228 4 7	....	Emerald Hill.
Boggabri	9	1,060 3 11	7,333	3,303 13 3	8,139	2,635	......	750	10	7	3,491	....	9	64	8,132 6 4	11,435 19 7	9,790 14 4	1,645 5 3	....	Boggabri.
Baan Baa	4	527 15 1	2,295	705 2 1	1,715	1,573	......	......	80	....	540	....	13	18	982 12 11	1,687 15 0	1,911 6 5	....	223 11 5	Baan Baa.
Turrawan	3	454 1 10	704	235 14 6	1,968	711	......	192	....	....	137	....	13	1	111 8 9	347 3 3	449 6 10	....	102 3 7	Turrawan.
Narrabri West	16	2,587 14 10	3,890	953 19 1	2,351	746	......	42	354	....	1,594	1,297	4	8	1,482 8 8	2,436 7 9	3,644 9 3	....	1,208 1 6	Narrabri West.
Narrabri	10	1,665 3 3	22,936	11,369 10 6	6,167	5,987	......	849	299	3	2,534	87	3	69	12,436 1 10	23,805 12 4	22,397 8 9	1,408 3 7	....	Narrabri.
Edgeroi	2	303 5 5	894	295 0 9	669	207	......	......	....	....	2,595	....	..	4	147 15 1	442 15 10	1,281 16 11	....	839 1 1	Edgeroi.
Bellata	2	348 17 5	3,744	1,413 2 3	1,772	1,466	......	......	....	111	3,736	....	1	22	2,713 15 10	4,126 18 1	3,691 12 3	435 5 10	....	Bellata.
Gurley	1	245 1 0	1,742	654 12 1	751	441	......	......	1	54	4,700	....	..	..	1,015 9 6	1,670 1 7	2,045 6 8	....	375 5 1	Gurley.
Moree	13	2,256 13 11	21,479	15,841 19 9	3,737	9,185	......	769	57	5	12,734	891	6	189	17,887 19 3	33,729 19 0	32,262 5 6	1,467 13 6	....	Moree.
Biniguy	1	276 16 9	1,252	581 13 4	2,615	770	......	......	....	....	2,183	....	2	4	1,232 7 0	1,814 0 4	1,616 1 10	197 18 6	....	Biniguy.
Gravesend	2	367 18 4	2,230	867 4 11	1,942	1,087	......	62	....	5	1,426	....	..	20	3,811 0 8	4,678 5 7	5,494 0 4	....	815 14 9	Gravesend.
Warialda	4	660 12 2	5,338	3,647 9 11	3,319	3,688	......	67	109	9	8,329	38	4	58	9,375 12 5	13,023 2 4	12,748 0 1	275 2 3	....	Warialda.
Delungra	2	364 12 10	2,314	1,302 4 2	2,164	938	......	......	....	....	2,655	....	38	2	2,905 13 8	4,207 17 10	4,037 14 6	170 3 4	....	Delungra.
Mount Russell	1	220 14 9	862	472 13 10	2,907	455	......	......	....	....	803	....	11	1	515 8 2	988 2 0	1,422 16 5	....	434 14 5	Mount Russell.
Inverell	8	1,232 2 1	11,130	7,059 16 6	9,404	11,880	......	1,137	803	76	13,306	1,426	8	77	29,516 1 1	36,575 17 7	37,485 19 2	....	910 1 7	Inverell.
Wee Waa	3	496 11 11	6,354	2,861 15 10	3,442	2,056	......	32	102	30	4,820	....	4	37	7,263 19 1	10,125 14 11	10,039 19 10	85 15 1	....	Wee Waa.
Meran North	1	203 15 5	1,844	528 3 6	475	648	......	19	....	151	8,502	....	..	18	1,680 2 10	2,208 6 4	2,655 12 11	....	447 6 7	Merah North.
Burren Junction	3	508 9 2	3,865	2,456 0 9	1,150	1,906	9	62	....	....	5,413	....	2	79	3,768 10 11	6,224 11 8	7,065 2 3	....	840 10 7	Burren Junc.
Rowena	2	327 12 6	1,109	1,024 16 9	1,018	1,611	......	......	....	....	5,763	....	..	76	2,227 10 5	3,252 7 2	3,813 14 4	....	561 7 2	Rowena.
Collarenebri East	3	495 6 8	2,216	2,411 2 7	1,636	1,891	......	......	....	117	6,907	....	1	64	4,398 3 6	6,809 6 1	6,443 5 9	366 0 4	....	Collarenebri East
Cryon	1	200 10 7	928	585 17 11	490	454	......	......	....	....	2,681	....	..	16	1,074 19 3	1,660 17 2	2,118 4 7	....	457 7 5	Cryon.

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff, is included in the Goods Tonnage.

APPENDIX XX—*continued.*

Stations.	No. of hands including Station-masters.	Total Salaries and Wages Expenditure. 1918.	No. of Passengers' Journeys. 1918.	Revenue from Tickets and Coaching Traffic. 1918.	GOODS.		COAL.		Other Minerals.		WOOL.		HAY, STRAW, AND CHAFF.		Revenue from Goods and Live Stock. 1918.	Total Earnings.		Increase. 1918.	Decrease. 1918.	Stations.
					Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Tons.	In. Tons.	Out. Bales	In. Bales.	Out. Trucks	In. Trucks		1918.	1917.			
		£ s. d.		£ s. d.											£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	
Walgett	5	741 5 1	3,398	4,700 2 0	3,176	3,064	......	20	....	379	19,018	150	2	66	10,831 19 4	15,532 1 4	17,539 7 5	....	2,607 6 1	Walgett.
Ashley	1	172 6 1	700	222 13 5	886	326	......	......	....	....	4,864	....	..	4	148 8 7	371 2 0	774 7 2	....	403 5 2	Ashley.
Garah	2	349 13 11	2,126	1,215 7 7	1,376	1,110	......	......	....	....	7,265	....	..	17	2,813 18 6	4,029 6 1	4,144 7 0	....	115 0 11	Garah.
Bunarba	1	215 6 5	1,295	937 17 3	1,224	1,267	......	......	....	4	7,332	....	1	67	2,318 9 4	3,256 6 7	2,845 14 8	410 11 11	....	Bunarba.
Neworra	..	....	....	......	......	......	......	......	....	....	....	....	..	..	....	....	9 2 9	....	9 2 9	Neworra.
Mungindi	2	394 17 1	2,602	1990 11 1	626	989	......	......	....	3	3,130	....	..	9	4,751 18 10	6,742 9 11	5,206 13 8	1,535 16 3	....	Mungindi.
Attunga	3	456 13 9	730	270 2 11	3,404	1,086	......	......	2,004	3	1,452	....	14	14	786 13 3	1,056 16 2	1,568 12 9	....	511 16 7	Attunga.
Manilla	6	880 13 11	3,819	2,042 1 6	7,384	4,627	......	189	122	24	6,720	....	2	122	9,605 8 8	11,647 10 2	11,680 10 5	....	33 0 3	Manilla.
Barraba	4	634 9 11	3,765	3,197 10 11	3,165	3,821	......	265	237	13	9,674	....	3	83	8,911 9 9	12,109 0 8	14,459 16 2	....	2,350 15 6	Barraba.
Grafton	3	556 10 9	11,368	4,365 4 7	2,841	2,406	37	......	87	....	....	....	..	..	1,843 6 2	6,208 10 9	7,005 5 7	....	796 14 10	Grafton.
Rappville	1	187 7 1	2,605	332 13 0	12,258	1,376	10	......	....	759	....	....	..	..	952 17 2	1,285 10 2	1,086 13 8	198 16 11	....	Rappville.
Casino	7	1,191 18 6	25,525	4,246 2 7	5,854	6,511	54	883	1,747	2,329	....	....	..	..	4,619 19 9	8,866 2 4	9,618 5 0	....	752 2 8	Casino.
Lismore	31	5,012 1 1	118,831	11,725 5 8	17,234	23,931	1,849	86	2,216	216	....	....	..	..	8,186 19 3	19,912 4 11	19,444 5 11	467 19 0	....	Lismore.
Bexhill	1	256 0 2	3,879	321 12 8	3,829	3,211	......	151	....	295	....	....	..	..	319 9 9	641 2 5	595 11 0	45 11 5	....	Bexhill.
Eltham	1	114 3 0	5,698	384 12 8	993	1,874	......	......	....	19	....	....	..	..	426 8 0	811 0 8	1,006 11 5	....	195 10 9	Eltham.
Booyong	1	107 4 10	4,499	277 10 11	......	......	......	......	....	....	....	....	..	..	....	277 10 11	320 15 4	....	43 4 5	Booyong
Nashua	1	65 5 9	2,654	189 0 11	......	......	......	......	....	....	....	....	..	..	....	189 0 11	181 7 5	7 13 6	....	Nashua.
Binna Burra	1	101 15 0	2,758	246 13 8	......	......	......	......	....	....	....	....	..	..	....	246 13 8	264 6 7	....	17 12 11	Binna Burra.
Bangalow	3	525 7 6	20,831	1,828 18 10	2,099	3,974	......	17	....	281	....	....	..	..	2,157 4 10	3,986 3 8	3,868 7 8	117 16 0	....	Bangalow.
Byron Bay	8	1,077 5 7	31,267	3,820 4 9	11,586	29,063	2,651	863	359	46	....	....	..	..	4,171 7 2	7,991 11 11	8,253 7 5	....	261 15 6	Byron Bay.
Mullumbimby	3	453 6 5	23,732	2,388 1 10	6,678	5,307	......	432	3	109	....	....	..	..	1,946 9 0	4,334 10 10	4,004 12 4	329 18 6	....	Mullumbimby.
Billinudgel	1	82 15 0	6,287	475 11 7	......	......	......	......	....	....	....	....	..	..	....	475 11 7	463 14 4	11 17 3	....	Billinudgel.
Burringbar	1	181 5 1	8,050	572 10 5	2,522	1,177	......	1	....	16	....	....	..	..	427 8 6	999 18 11	1,002 7 11	....	2 9 0	Burringbar.
Murwillumbah	7	1,356 7 1	59,990	11,424 10 11	11,211	3,968	......	1,369	....	313	....	....	..	..	5,979 4 9	17,403 15 8	16,261 15 7	1,142 0 1	....	Murwillumbah.
Kyogle	3	470 5 0	6,601	1,096 8 9	10,082	4,389	......	799	....	29	....	....	..	..	7,221 11 0	8,217 19 9	7,685 8 8	632 11 1	....	Kyogle.
Broken Hill	..	....	......	....	791	1,109	43	......	....	4,187	....	4,947	3	..	2,040 2 2	2,040 2 2	1,832 2 2	208 0 0	....	Broken Hill.
Tarrawingee	..	....	15,482	526 4 3	1,109	791	......	43	4,187	....	4,947	....	..	3	....	526 4 3	522 10 5	3 13 10	....	Tarrawingee.
Broken Hill	..	....	......	....	402	6,677	......	......	....	....	....	385	..	..	2,304 18 8	2,304 18 8	....	2,304 18 8	....	Broken Hill.
Menindie	..	....	2,459	224 17 11	6,677	402	......	......	....	....	385	....	..	..	3 16 10	228 14 9	....	228 14 9	....	Menindie.
Victoria	..	....	130,562	159,134 10 9	13,344	13,452	......	152,068	....	....	....	56	..	..	144,439 3 8	303,573 14 5	289,772 3 4	13,801 11 1	....	Victoria.
Queensland	..	....	51,102	89,722 9 7	238	823	......	......	16	....	....	....	..	..	1,100 7 8	90,822 17 3	73,855 14 6	16,967 2 9	....	Queensland.
South Australia	..	....	8,381	11,006 7 3	108	675	......	......	....	....	....	....	..	..	....	11,006 7 3	8,982 5 0	2,024 2 3	....	South Australia.
West Australia	..	....	1,014	1,408 4 10	......	......	......	......	....	....	....	....	..	..	....	1,408 4 10	....	1,408 4 10	....	West Australia.
Cook and Sons	..	....	141	141 17 4	......	......	......	......	....	....	....	....	..	..	....	141 17 4	858 1 4	....	716 4 0	Cook and Sons.
Mails, Rents, &c.	..	....	......	130,195 7 11	......	......	......	......	....	....	....	....	..	..	....	130,195 7 11	137,948 0 11	....	7,752 13 0	Mails, Rents, &c.
Refreshment Rooms	..	....	......	277,284 10 7	......	......	......	......	....	....	....	....	..	..	....	277,284 10 7	102,348 9 4	174,936 1 3	....	Refreshment Rooms.
GRAND TOTAL	6,497	895,836 18 5	94,304,516	4,294,145 13 1	4,240,545	4,240,545	5,696,830	5,696,830	832,002	832,002	779,336	779,336	48,656	48,656	4,730,433 16 9	9,024,579 9 10	8,412,684 9 2	1,121,074 9 10	509,179 9 2	GRAND TOTAL.
															Less special credits, &c.	69,700 0 0	32,600 0 0			
															Total..........£	8,951,879 9 10	8,380,084 9 2			

NOTE.—The tonnage of bales of wool and trucks of hay, straw, and chaff, is included in the Goods Tonnage.

APPENDIX XXI

APPENDIX XX.

Office of the Chief Electrical Engineer,
Sydney, 12th July, 1918.

Sir,

I hereby certify that the power houses, electric plant, tramway rolling stock, and workshops of the Electrical Branch of the Railways and Tramways have been maintained in good working order and repair during the past twelve months.

O. W. BRAIN,
Chief Electrical Engineer.

The Secretary to the Railway Commissioners.

APPENDIX XXI.

Office of the Engineer for Tramways,
Sydney, 15th July, 1918.

Sir,

I beg to report, for the information of the Commissioners, that the permanent-way, buildings, and other works under my charge have been maintained in good working condition during the past twelve months.

G. R. COWDERY,
Engineer for Tramways.

The Secretary to the Railway Commissioners.

APPENDIX XXII

APPENDIX

STATEMENT OF ACCOUNT OF THE WORKING EXPENSES AND COMPARED WITH THE

DR.

TRAM

WORKING EXPENSES.	YEAR ENDED 30TH JUNE. 1918. £	s.	d.	1917. £	s.	d.
CITY AND SUBURBAN (ELECTRIC LINES).						
To Maintenance of Way and Structures	188,298	5	3	199,095	1	11
Maintenance of Plant	305,191	11	6	337,786	0	9
Power Expenses	88,314	10	5	91,391	3	4
Traffic Expenses	851,533	18	2	893,199	15	8
Compensation	10,721	15	4	12,344	18	8
General Charges	46,487	10	5	43,176	0	2
	1,290,547	9	1	1,376,993	0	4
NORTH SYDNEY (ELECTRIC).						
To Maintenance of Way and Structures	14,699	14	11	14,335	18	3
Maintenance of Plant	21,042	14	10	17,571	11	5
Power Expenses	9,101	9	1	8,918	15	6
Traffic Expenses	63,980	14	6	62,401	12	6
General Charges (including Compensation)	2,196	7	3	1,872	19	0
	111,021	0	7	105,100	16	8
ASHFIELD TO MORTLAKE AND CABARITA (ELECTRIC).						
To Maintenance of Way and Structures	4,134	14	2	4,505	9	10
Maintenance of Plant	3,877	1	0	2,904	5	4
Power Expenses	3,412	18	10	2,950	10	3
Traffic Expenses	15,698	12	5	15,666	8	2
General Charges (including Compensation)	273	18	11	307	0	3
	27,397	5	4	26,333	13	10
KOGARAH TO SANS SOUCI (STEAM).						
To Maintenance of Way, Works, and Stations	1,317	6	9	1,525	17	8
Locomotive Power	6,145	15	10	5,983	6	10
Repairs and Renewals of Cars	544	13	3	977	3	6
Traffic Expenses	2,405	6	4	2,462	17	3
General Charges (including Compensation)	111	11	2	174	14	11
	9,524	13	4	11,124	0	2
NEWCASTLE CITY AND SUBURBAN (STEAM)						
To Maintenance of Way, Works, and Stations	11,370	3	11	9,413	0	2
Locomotive Power	46,729	4	2	53,342	4	2
Repairs and Renewals of Cars	5,287	5	8	6,550	11	10
Traffic Expenses	24,940	3	1	28,248	14	6
General Charges (including Compensation)	676	1	1	642	4	9
	89,002	16	11	98,199	15	5
BROKEN HILL (STEAM).						
To Maintenance of Way, Works, and Stations	1,073	10	6	952	12	6
Locomotive Power	11,683	2	8	10,705	5	5
Repairs and Renewals of Cars	758	19	8	699	2	1
Traffic Expenses	4,093	17	1	4,369	8	10
General Charges (including Compensation)	79	2	8	73	14	0
	17,888	12	5	16,800	2	10
PARRAMATTA TO CASTLE HILL (STEAM).						
To Maintenance of Way, Works, and Stations	1,176	5	5	1,133	18	5
Locomotive Power	4,651	13	2	5,981	17	11
Repairs and Renewals of Cars	878	18	5	595	14	10
Traffic Expenses	2,337	18	5	2,335	6	7
General Charges (including Compensation)	69	19	1	71	18	0
	9,114	14	6	10,118	15	9
Carried forward £	1,554,296	12	2	1.644.670	5	0

XXII.

EARNINGS FOR THE YEAR ENDED 30TH JUNE, 1918, AS CORRESPONDING PERIOD IN 1917.

WAYS. CR.

EARNINGS.			YEAR ENDED 30TH JUNE.	
			1918.	1917.
			£ s. d.	£ s. d.
CITY AND SUBURBAN (ELECTRIC LINES).	1918. No.	1917. No.		
By Passengers, &c.	212,372,470	244,712,191	1,643,604 0 0	1,665,662 18 4
NORTH SYDNEY (ELECTRIC).				
By Passengers, &c.	19,238,733	21,612,120	141,774 19 8½	131,161 4 2
ASHFIELD TO MORTLAKE AND CABARITA (ELECTRIC).				
By Passengers, &c.	4,068,136	5,027,522	27,191 12 5	24,748 4 2½
KOGARAH TO SANS SOUCI (STEAM).				
By Passengers, &c.	957,509	983,096	9,027 15 5	8,449 19 10
NEWCASTLE CITY AND SUBURBAN (STEAM).				
By Passengers, &c.	11,220,039	14,364,609	93,993 9 7½	105,445 10 8
BROKEN HILL (STEAM).				
By Passengers, &c.	1,436,384	1,740,059	14,653 14 10½	13,753 12 5
PARRAMATTA TO CASTLE HILL (STEAM).				
By Passengers, &c.	909,149	929,535	8,475 11 0½	8,009 16 4½
CARRIED FORWARD	250,202,440	289,369,132	1,938,721 3 1	1,957,231 6 0

STATEMENT OF ACCOUNT OF THE WORKING EXPENSES AND COMPARED WITH THE

DR.

TRAM

WORKING EXPENSES.	YEAR ENDED 30TH JUNE. 1918.	1917.
	£ s. d.	£ s. d.
BROUGHT FORWARD £	1,554,296 12 2	1,644,670 5 0
MANLY TO NARRABEEN (ELECTRIC).		
MANLY TO THE SPIT (ELECTRIC).		
To Maintenance of Way and Structures	3,734 1 5	4,615 17 8
Maintenance of Plant	3,906 19 11	2,799 17 6
Power Expenses	3,579 16 6	3,148 5 3
Traffic Expenses	13,869 8 10	13,684 14 5
General Charges (including Compensation)	309 3 5	242 12 5
	25,399 10 1	24,491 7 3
EAST TO WEST MAITLAND (STEAM).		
To Maintenance of Way, Works, and Stations	798 11 1	663 17 9
Locomotive Power	2,525 10 2	2,840 11 5
Repairs and Renewals of Cars	98 9 1	141 4 3
Traffic Expenses	1,619 1 3	1,862 5 9
General Charges	30 5 11	30 13 8
	5,071 17 6	5,538 12 10
ARNCLIFFE TO BEXLEY (STEAM).		
To Maintenance of Way, Works, and Stations	630 14 9	580 8 10
Locomotive Power	3,505 15 9	2,559 14 10
Repairs and Renewals of Cars	186 13 7	215 17 7
Traffic Expenses	1,072 8 0	1,048 7 11
General Charges	32 8 3	29 2 4
	5,428 0 4	4,433 11 6
SUTHERLAND TO CRONULLA (STEAM).		
To Maintenance of Way, Works, and Stations	1,176 8 6	969 1 6
Locomotive Power	5,950 14 10	5,403 15 0
Repairs and Renewals of Cars	370 6 9	617 15 3
Traffic Expenses	2,396 12 6	2,277 14 4
General Charges (including Compensation)	185 18 7	460 11 7
	10,080 1 2	9,728 17 8
ROCKDALE RAILWAY STATION TO BRIGHTON-LE-SANDS (ELECTRIC).		
To Maintenance of Way and Structures	579 5 6	356 16 4
Maintenance of Plant	484 13 7	332 6 3
Power Expenses	579 8 8	485 11 11
Traffic Expenses	1,320 19 8	1,314 15 8
General Charges	20 6 6	14 9 3
	2,984 13 11	2,503 19 5
TOTAL WORKING EXPENSES £	1,603,260 15 2	1,691,366 13 8
BALANCE, after paying working expenses. £	389,380 10 7½	317,172 8 2½
GRAND TOTAL £	1,992,641 5 9½	2,008,539 1 10½

XXII—*continued.*

EARNINGS FOR THE YEAR ENDED 30TH JUNE, 1918, AS CORRESPONDING PERIOD IN 1917.

WAYS. CR.

EARNINGS.			YEAR ENDED 30TH JUNE.	
			1918.	1917.
	1918. No.	1917. No.	£ s. d.	£ s. d.
BROUGHT FORWARD …………	250,202,440	289,369,132	1,938,721 3 1	1,957,231 6 0
MANLY TO NARRABEEN (ELECTRIC).				
MANLY TO THE SPIT (ELECTRIC).				
BY PASSENGERS, &C. …………	3,159,120	3,138,457	31,472 6 6½	28,446 3 1
EAST TO WEST MAITLAND (STEAM).				
BY PASSENGERS, &C. …………	455,144	721,674	4,324 9 11	4,995 2 11½
ARNCLIFFE TO BEXLEY (STEAM).				
BY PASSENGERS, &C. …………	570,262	673,510	3,887 6 9	3,766 12 11
SUTHERLAND TO CRONULLA (STEAM).				
BY PASSENGERS, &C. …………	749,625	710,897	10,411 7 10½	10,719 8 3
ROCKDALE RAILWAY STATION TO BRIGHTON-LE-SANDS (ELECTRIC).				
BY PASSENGERS, &C. …………	604,217	690,044	3,824 11 7½	3,380 8 8
GRAND TOTAL …………	255,740,808	295,303,714	1,992,641 5 9½	2,008,539 1 10½

R. BOURKE,
Chief Accountant.

APPENDIX XXIII.

Abstract of Working Expenses for the years ended 30th June, 1918 and 1917.

CITY AND SUBURBAN ELECTRIC LINES.

Particulars.	Year ended 30th June.	
	1918.	1917.
Maintenance of Way and Structures.	£	£
Proportion of Salaries and Expenses of Engineer and Staff	6,165	5,743
Repairs and renewals of Permanent-way	145,544	148,351
„ „ Electrical-way Appliances	30,695	35,625
„ „ Buildings and Improvements	5,892	9,376
	188,296	199,095
Maintenance of Plant.		
Proportion of Salaries and Expenses of Engineers and Staff	12,154	13,778
Repairs to Power Plant	24,193	41,474
„ „ Buildings	1,303	1,760
„ and renewals of Steam Motors and Cars	60	1,293
„ „ Electric Cars	267,482	279,481
	305,192	337,786
Power Expenses.		
Proportion of Salaries and Expenses of Engineers and Staff	3,245	2,806
Wages of Steam-motor Drivers, Firemen, Cleaners, &c.	150	436
Wages of Power-house employees	44,583	45,251
Coal, Coke, and Wood	74,737	69,245
Water	1,042	1,132
Lubricants and Waste	1,912	2,278
Miscellaneous Supplies, Power House	4,797	2,326
	130,466	123,474
Less credits for Power supplied for other services	42,152	32,083
£	88,314	91,391

Particulars.	Year ended 30th June.	
	1918.	1917.
Traffic Expenses.	£	£
Proportion of Salaries and Expenses of Superintendent and Staff	28,799	25,658
Wages of Conductors and Motormen	441,444	487,985
„ other Traffic Employees	48,506	43,934
Cleaning and Oiling Cars	34,692	40,631
Stationery, Tickets, Uniforms, Stores, &c.	41,193	37,485
Watering and Sanding Way	21,444	23,605
Ticket Check	35,458	33,902
	651,536	693,200
Compensation.		
Personal injuries, including legal and medical expenses	8 948	10,681
Damages to vehicles and other property, including legal expenses	1,774	1,664
	10,722	12,345
General Charges.		
Proportion of Head Office charges and sundries	45,286	42,676
Gratuities to Widows and Children of Employees who have met with accident, also gratuities to staff on retirement, and other charges	701	......
Fire Insurance Fund	500	500
	46,487	43,176
Total £	1,290,547	1,376,993

R. BOURKE,
Chief Acountant.

APPENDIX XXIV.

ABSTRACT of Working Expenses for the years ended 30th June, 1918 and 1917.

NORTH SYDNEY ELECTRIC LINES.

Particulars.	Year ended 30th June.	
	1918.	1917.
	£	£
Maintenance of Way and Structures.		
Proportion of Salaries and Expenses of Engineer and Office Staff	502	363
Repairs and Renewals to Permanent-way	10,820	9,808
„ Electrical Way Appliances	2,930	3,691
„ Buildings and Improvements	448	474
£	14,700	14,336
Maintenance of Plant.		
Proportion of Salaries and Expenses of Electrical Engineer and Staff	839	619
Repairs to Power-plant	1,713	1,001
„ Cars	18,491	15,951
£	21,043	17,571
Power Expenses.		
Proportion of Salaries and Expenses of Electrical Engineer and Staff	293	238
Power-house Wages	1,445	1,419
Lubricants and Other Stores	199	223
Power supplied from Power-house, Ultimo	7,164	7,039
£	9,101	8,919

Particulars.	Year ended 30th June.	
	1918.	1917.
	£	£
Traffic Expenses.		
Proportion of Salaries and Expenses of Superintendent and Staff	4,476	3,951
Wages of Conductors and Motor-men	42,664	42,237
Other Traffic Employees	3,984	3,485
Cleaning and Oiling Cars	3,372	3,471
Stationery, Tickets, Uniforms, &c.	3,379	2,808
Cleaning, Watering, and Sanding Track	2,361	3,056
Ticket Check	3,745	3,394
£	63,981	62,402
Compensation.		
Personal Injuries, Damage to Vehicles, &c., including Legal and Medical Expenses	1,502	1,272
General Charges.		
Proportion of Head Office Charges	694	601
Total £	111,021	105,101

R. BOURKE,
Chief Accountant.

APPENDIX XXV.

NEWCASTLE—CITY AND SUBURBAN LINES.

Abstract of Working Expenses for the Years ended 30th June, 1918 and 1917.

Branches.	Year ended 30th June. 1918.	Year ended 30th June. 1917.
Permanent-way Branch.	£	£
Proportion of Salaries and Expenses of Engineer and Office Staff	392	320
Maintenance of Lines, Sidings, Bridges, Buildings, &c.	10,978	9,096
£	11,370	9,416
Locomotive Branch.		
Proportion of Salaries and Expenses of Superintendent, Foremen, and Clerks	3,229	3,004
Locomotive Drivers, Firemen, Cleaners, and others	17,284	20,112
Coal, Coke, Water, Oil, Tallow, Waste, &c.	13,328	13,745
Repairs and Renewals of Motors	12,888	16,481
£	46,729	53,342
Repairs and Renewals of Cars, &c.	5,288	6,551
Traffic Branch.		
Proportion of Salaries and Expenses of Superintendent and Office Staff	1,443	1,306
Conductors, Staffmen, Pointsmen, Car-cleaners, &c.	16,172	19,073
Cleaning and Oiling Cars	1,172	1,490
Cleaning, Watering, and Sanding Track	1,607	1,609
Ticket Check	1,965	2,198
Sundry charges, including Stores, Uniforms, &c.	2,581	2,573
£	24,940	28,249
Compensation.		
Personal injuries, damage to vehicles, &c., including legal and medical expenses	187	129
General Charges.		
Proportion of Head Office charges	489	513
TOTAL £	89,003	98,200

R. BOURKE,
Chief Accountant.

APPENDIX XXVI.

The working of the Tramways in sections for the years ended 30th June, 1918 and 1917:—

CITY AND SUBURBAN—ELECTRIC LINES

Length, 112 *miles* 62 *chains.*

Length of single track, 206 *miles* 26 *chains.*

	1918.	1917.	Year ended 30th June— 1918. £	Year ended 30th June— 1917. £
Total Cost of Construction and Equipment			6,445,500	6,390,688
Gross Earnings			1,643,604	1,665,663
Working Expenses			1,290,547	1,376,993
Interest on Capital invested			265,653	258,326
Gain			87,404	30,344
Tram Miles	17,650,438	20,884,254		

NORTH SYDNEY—ELECTRIC.

Length, 21 *miles* 11 *chains.*

Length of single track, 36 *miles* 33 *chains.*

	1918.	1917.	Year ended 30th June— 1918. £	Year ended 30th June— 1917. £
Total Cost of Construction and Equipment			740,424	686,833
Gross Earnings			141,775	131,161
Working Expenses			111,021	105,101
Interest on Capital invested			30,336	27,712
Gain			418	Loss 1,652
Tram Miles	2,225,771	2,290,913		

ASHFIELD TO MORTLAKE AND CABARITA—ELECTRIC.

Length, 8 *miles* 38 *chains.*

Length of single track, 15 *miles* 9 *chains.*

	1918.	1917.	Year ended 30th June— 1918. £	Year ended 30th June— 1917. £
Total Cost of Construction and Equipment			211,141	202,976
Gross Earnings			27,192	24,748
Working Expenses			27,397	26,334
Interest on Capital invested			8,753	8,181
Loss			8,958	9,767
Tram Miles	373,795	414,910		

ARNCLIFFE TO BEXLEY—STEAM.

Length, 2 *miles* 50 *chains.*

Length of single track, 2 *miles* 50 *chains.*

	1918.	1917.	Year ended 30th June— 1918. £	Year ended 30th June— 1917. £
Total Cost of Construction and Equipment			22,259	21,964
Gross Earnings			3,887	3,767
Working Expenses			5,428	4,433
Interest on Capital invested			926	899
Loss			2,467	1,565
Tram Miles	44,340	43,305		

KOGARAH TO SANS SOUCI—STEAM.

Length, 5 *miles* 45 *chains.*

Length of single track, 6 *miles* 79 *chains.*

	1918.	1917.	Year ended 30th June— 1918. £	Year ended 30th June— 1917. £
Total Cost of Construction and Equipment			28,875	28,646
Gross Earnings			9,028	8,450
Working Expenses			9,525	11,124
Interest on Capital invested			1,201	1,173
Loss			1,698	3,847
Tram Miles	82,037	87,150		

APPENDIX XXVI—*continued.*

NEWCASTLE CITY AND SUBURBAN—STEAM.

Length, 34 miles 6 chains.
Length of single track, 44 miles 34 chains.

	Year ended 30th June.	
	1918.	**1917.**
	£	£
Total Cost of Construction and Equipment	458,630	424,218
Gross Earnings	93,993	105,446
Working Expenses	89,003	98,200
Interest on Capital invested	18,408	16,472
Loss	13,418	9,226
Tram Miles	661,562	876,912

BROKEN HILL—STEAM.

Length, 10 miles 4 chains.
Length of single track, 11 miles 35 chains.

	1918.	1917.
Total Cost of Construction and Equipment	91,451	89,613
Gross Earnings	11,654	13,754
Working Expenses	17,688	16,800
Interest on Capital invested	3,781	3,667
Loss	6,815	6,713
Tram Miles	123,001	131,614

PARRAMATTA TO CASTLE HILL—STEAM.

Length, 6 miles 55 chains.
Length of single track, 6 miles 55 chains.

	1918.	1917.
Total Cost of Construction and Equipment	40,214	39,743
Gross Earnings	8,476	8,010
Working Expenses	9,115	10,119
Interest on Capital invested	1,675	1,627
Loss	2,314	3,736
Tram Miles	91,236	96,673

MANLY TO NARRABEEN—ELECTRIC.
MANLY TO THE SPIT—ELECTRIC.

Length, 10 miles 58 chains.
Length of single track, 15 miles 37 chains.

	1918.	1917.
Total Cost of Construction and Equipment	321,951	320,650
Gross Earnings	31,472	28,446
Working Expenses	25,399	24,491
Interest on Capital invested	13,340	13,045
Loss	7,267	9,090
Tram Miles	333,134	326,212

EAST TO WEST MAITLAND—STEAM.

Length, 4 miles 47 chains.
Length of single track, 4 miles 47 chains.

	1918.	1917.
Total Cost of Construction and Equipment	38,906	39,162
Gross Earnings	4,324	4,995
Working Expenses	5,072	5,539
Interest on Capital Invested	1,620	1,603
Loss	2,368	2,147
Tram Miles	49,352	74,997

SUTHERLAND TO CRONULLA—STEAM.

Length, 7 miles 32 chains.
Length of single track, 7 miles 32 chains.

	1918.	1917.
Total Cost of Construction and Equipment	51,379	51,183
Gross Earnings	10,411	10,719
Working Expenses	10,080	9,729
Interest on Capital invested	2,141	2,095
Loss	1,810	1,105
Tram Miles	91,908	95,619

ROCKDALE RAILWAY STATION TO BRIGHTON-LE-SANDS—ELECTRIC.

Length, 1 mile 20 chains.
Length of single track, 1 mile 20 chains.

	1918.	1917.
Total Cost of Construction and Equipment	19,361	13,953
Gross Earnings	3,825	3,380
Working Expenses	2,985	2,504
Interest on Capital invested	712	561
Gain	128	315
Tram Miles	35,670	39,433

APPENDIX XXVII.

RETURN showing the Number of City and Suburban Passenger Fares collected, Tram Mileage, Earnings, Working Expenses, Percentage of Working Cost to Earnings, Capital Spent on lines open, and Interest on Capital Invested for each year from 1879 to 1918 inclusive.

CITY AND SUBURBAN LINES, SYDNEY.

Year.	Length of Line.	Number of Passenger Fares collected.	Tram mileage.	Total Earnings.	Working Expenses.	Earnings per Tram Mile.	Working Cost per Tram Mile.	Percentage of Working Cost to Gross Earnings.	Net Earnings.	Capital spent on lines open.	Percentage of Profit to Total Capital invested.
	Miles.			£	£	d.	d.	%	£	£	
1879*	1½	443,341	13,270	4,416	2,278	79·87	41·19	51·59	2,138	22,269	33.00
1880	4	2,086,897	84,074	18,980	13,444	54·18	38·38	70·83	5,536	60,218	12·34
1881	9½	7,090,125	296,906	62,549	52,107	50·56	42·12	83·31	10,442	169,450	6·16
1882	22	15,269,100	670,619	126,202	103,136	45·16	36·91	81·72	23,066	412,561	6·80
1883	25	25,684,285	1,076,096	190,699	178,877	42·53	39·89	93·80	11,822	544,105	2·22
1884	27½	30,202,303	1,242,491	219,942	215,167	42·48	41·56	97·83	4,775	643,111	0·76
1885	27½	†39,594,753	1,220,500	223,340	207,995	43·91	40·90	93·13	15,345	708,109	2·17
1886	27½	52,977,578	1,222,943	226,367	201,737	44·42	39·59	89·12	24,630	742,113	3·37
1887	29½	50,108,256	1,220,026	214,125	201,468	42·12	39·63	94·08	12,657	731,582	1·76
1888	29½	51,563,197	1,246,543	221,060	204,227	42·56	39·32	92·38	16,833	742,555	2·22
1889	29½	52,810,026	1,338,386	225,833	206,092	40·49	36·95	91·25	19,741	771,255	2.56
1890	30½	57,463,650	1,474,646	249,508	207,517	40·60	36·46	83·17	41,991	790,555	5·31
1891	33½	62,676,636	1,553,048	270,365	221,505	41·78	34·23	81·92	48,860	857,455	5·74
1892	37	65,299,063	1,613,443	279,321	229,145	41·55	34·09	82·04	50,176	932,907	5·54
1893	38	63,588,885	1,681,232	271,041	214,824	38·69	30·67	79·26	56,217	947,775	5·94
1894	40¼	58,773,094	1,737,846	250,809	206,554	34·64	28·53	82·35	44,255	954,035	4·64
1895	40¼	54,173,917	1,740,235	230,583	186,081	31·80	25·66	80·70	44,502	962,037	4·62
1896	40¼	53,317,979	1,845,626	227,525	187,811	29·59	24·42	82·54	39,714	961,778	4·13
1897	40¼	55,859,740	2,121,017	238,023	195,142	26·93	22·08	81·98	42,881	968,925	4·42
1898	40¼	56,319,743	2,198,351	239,858	201,904	26·18	22·04	84·18	37,954	973,419	3·90
1899	40¼	61,568,035	2,329,751	262,045	220,193	26·99	22·68	84·03	41,852	977,107	4·28
		No. of Passengers.									
1900	43¼	53,470,533	3,106,185	315,930	268,504	24·41	20·75	84·99	47,426	1,338,006	4·06
1901	48¾	74,665,744	5,208,510	438,668	366,018	20·21	16·86	83·44	72,650	1,535,958	4·77
1902	58	84,654,971	7,203,600	495,538	429,093	16·51	14·30	86·59	66,445	2,059,515	3·34
1903	66½	102,837,118	11,115,765	593,306	511,878	12·81	11·05	86·28	81,428	2,442,791	3·37
1904	66¾	108,559,785	13,280,587	633,477	521,896	11·45	9·43	82·39	111,581	2,507,540	4·45
1905	73¼	120,973,934	14,413,273	697,971	583,360	11·62	9·71	83·58	114,611	2,931,583	3·91
1906	73¾	125,756,680	14,246,845	730,508	552,723	12·31	9·31	75·66	177,785	2,966,704	5·99
1907	75¼	134,088,696	14,516,536	777,140	607,381	12·85	10·04	78·16	169,759	2,968,560	5·72
1908	78	148,729,916	15,329,695	865,632	687,843	13·55	10·77	79·46	177,789	2,988,931	5·99
1909	88½	161,289,058	16,411,533	941,612	732,080	13·77	10·71	77·75	209,532	3,401,667	6·64
1910	94¼	173,897,034	17,743,868	1,018,836	831,299	13·78	11·24	81·59	187,537	3,881,392	5·05
1911	97¼	197,871,083	19,107,419	1,161,184	946,671	14·59	11·89	81·53	214,513	4,029,389	5·48
1912	98	227,668,638	20,293,800	1,329,862	1,083,483	15·73	12·82	81·47	246,379	4,379,866	5·90
1913	104½	248,720,735	22,338,080	1,458,088	1,284,674	15·66	13·80	88·11	173,414	5,233,774	3·63
1914	105½	260,696,726	23,685,660	1,603,532	1,349,428	16·25	13·67	84·15	254,104	5,966,961	4·49
1915	110¼	240,545,317	22,242,010	1,651,585	1,301,986	17·82	14·05	78·83	349,599	6,176,905	5·77
1916	111¼	242,686,337	21,937,619	1,656,585	1,301,531	18·12	14·24	78·57	355,054	6,332,434	5·67
1917	112¼	244,712,191	20,884,254	1,665,663	1,376,993	19·14	15·82	82·67	288,670	6,390,688	4·54
1918	112¾	212,372,470	17,650,438	1,643,604	1,290,547	22·35	17·55	78·52	353,057	6,445,501	5·51

* The line was opened for three and a half months only in 1879, and for part of this period was worked with horse-power.

† Up to the year 1885, 3d. cash fares and 2d. tickets were counted as single fares; from 1886 to 1899, inclusive, all tickets issued were at 1d. values, and cash fares paid are in this Return calculated at same rate.

APPENDIX XXVIII.

RETURN of the Total Amount paid for Wages in the various Branches of the Tramways during the years ended 30th June, 1918 and 1917.

Branches.	Year ended 30th June. 1918.	Year ended 30th June. 1917.
TRAMWAYS:—	£	£
Maintenance Branch	151,223	166,490
Electric "	312,704	399,082
Traffic "	652,952	718,897
TOTAL, TRAMWAYS £	1,116,879	1,284,469

NOTE.—Includes all wages paid by the Department, whether on maintenance or capital. The latter amounted to £55,059 in 1918, and £63,413 in 1917.

APPENDIX XXIX.

TRAMWAY Rolling Stock, years ended 30th June, 1918 and 1917.

	Steam Motors.	Steam Cars.	Electric. Motor Cars.	Electric. Trailers.	Service and other Vehicles.	Total.
Stock on 30th June, 1918	26	83	1,387	11	113	1,620
Stock on 30th June, 1917	26	83	1,387	11	105	1,612

Three motor and five trailing ballast trucks were taken over from the Public Works Department.

APPENDIX XXX.

Statement showing the dates of opening and length of line of the various sections of the New South Wales Tramways, to 30th June, 1918.

		Lines Open for Traffic.					
		Street Miles.			Length of Single Track.		
	BRIDGE-STREET TO TERMINUS-STREET (FORMERLY RAILWAY), *via* ELIZABETH-STREET, EDDY-AVENUE, AND PITT-STREET.	m.	c.	l.	m.	c.	l.
15 Sept., 1882	Bridge-street to Hunter-street	0	19	0	0	38	0
15 „ 1879	Hunter-street to Hay-street	0	79	0	1	78	0
15 Aug., 1882	Pitt-street and Eddy-avenue Junction to Terminus-street ...	0	17	0	0	34	0
2 Nov., 1902	Hay-street to Pitt-street and Eddy-avenue Junction (*via* Elizabeth-street and Eddy-avenue)	0	28	0	0	56	0
24 Dec., 1908	Rawson Place from Eddy-avenue to George-street	0	8	0	0	8	0
		1	71	0	3	54	0
	RANDWICK, COOGEE, AND LITTLE COOGEE.						
14 Sept., 1880	Liverpool-street Junction to Darlinghurst Junction	0	42	75	1	5	50
14 „ 1880	Darlinghurst Junction to Randwick Racecourse	2	5	50	4	11	0
19 Mar., 1881	Randwick Racecourse to High-street	1	6	0	2	12	0
25 Jan., 1883	High-street to Coogee	1	41	25	3	2	50
	Cricket Ground Loop	0	24	0	0	48	0
8 Sept., 1906	Sports Ground Loop	0	40	25	1	0	50
5 April, 1909	Connection from Waverley Line to Park-road, *via* Green's-road	0	22	0	0	44	0
3 Aug., 1912	Darley-road to Carrington-road	1	37	0	2	74	0
2 April, 1913	Carrington-road to Little Coogee	1	7	0	2	14	0
14 May, 1916	Extension to Military Hospital, Randwick	0	14	0	0	21	0
		8	79	75	17	72	50
	WAVERLEY, BONDI, AND BRONTE.						
12 Mar., 1881	Darlinghurst Junction to Ocean-street	1	47	0	3	14	0
13 April, 1881	Ocean-street to Waverley old Terminus	1	25	10	2	50	20
4 June, 1887	Waverley old Terminus to Macpherson-street Junction ...	0	12	0	0	24	0
20 Oct., 1890	Macpherson-street Junction to Waverley Cemetery	0	49	0	1	18	0
24 May, 1884	Bondi Junction to Fletcher-street	1	12	0	2	24	0
28 Sept., 1887	Fletcher-street to Bondi Aquarium Junction	0	24	75	0	49	50
19 Feb., 1894	Bondi Aquarium Junction to Bondi Beach	0	45	0	1	10	0
22 May, 1911	Waverley Cemetery to Bronte	0	49	0	1	18	0
		6	23	85	12	47	70
	WAVERLEY TO RANDWICK.						
4 June, 1887	Macpherson-street Junction to Allison-road Junction	1	18	0	1	18	0
	OXFORD-STREET TO DACEY-AVENUE, *via* CROWN-STREET AND BAPTIST-STREET.						
15 Sept., 1881	Oxford-street to Cleveland-street...	0	66	0	1	52	0
3 June, 1909	Cleveland-street to Phillip-street, *via* Baptist-street	0	31	50	0	63	0
30 Sept., 1911	Baptist-street to Dowling-street	0	39	0	0	78	0
		1	56	50	3	33	0
	RAILWAY STATION TO GLEBE AND FOREST LODGE.						
15 Aug., 1882	East side Terminus-street to Forest Lodge Junction	0	48	87	1	17	74
15 „ 1882	Forest Lodge Junction to St. John's road	0	31	75	0	63	50
15 „ 1882	St. John's road to Pyrmont Bridge road (Forest Lodge) ...	0	25	25	0	50	50
15 „ 1882	Glebe Junction to Glebe Point (old Terminus)	0	77	60	1	75	20
12 Dec., 1896	Glebe Point old Terminus to Leichhardt-street	0	4	19	0	8	38
		2	27	66	4	55	32
	FOREST LODGE TO ANNANDALE, BALMAIN, AND BIRCHGROVE.						
2 May, 1892	Forest Lodge, Pyrmont Bridge road to Barnes-street Junction, and Evans-street to Merton-street.	1	40	0	3	0	0
24 Oct., 1892	Merton-street to Gladstone Park (Balmain)	1	8	0	2	16	0
24 Nov., 1902	Gladstone Park to Nicholson-street (Balmain)	0	48	0	1	16	0
14 Sept., 1903	Nicholson-street to Darling-street Wharf (Balmain)	0	7	0	0	7	0
28 Jan., 1908	Annandale (Booth-street)...	0	48	0	1	16	0
10 April, 1909	Lilyfield (Johnson-street to Piper-street)	0	45	50	1	11	0
14 Nov., 1910	Union-street (Pyrmont) to Evans-street, Balmain	1	39	75	2	79	50
6 Aug., 1917	Darling-street, Balmain, to Wharf-road, Snail's Bay	0	49	0	1	18	0
		6	45	25	13	3	50

APPENDIX XXX—*continued.*

			Lines Open for Traffic.					
			Street Miles.			Length of Single Track.		
		DRUMMOYNE AND RYDE.	m.	c.	l.	m.	c.	l.
29 Dec.,	1902	Darling-street Junction to Parramatta River (Drummoyne) ...	2	12	0	4	6	50
13 June,	1910	Drummoyne to Hatton's Flat (Ryde)	3	51	0	5	3	0
7 Sept.,	1914	Ryde to Ryde Railway Station	1	25	0	1	25	0
			7	8	0	10	34	50
		NEWTOWN TO DULWICH HILL, UNDERCLIFFE, SUMMER HILL, HURLSTONE PARK, AND PETERSHAM.						
2 Oct.,	1882	City-road (late Newtown-road) Junction to Newtown Bridge ...	1	27	0	2	54	0
31 Dec.,	1881	Newtown Bridge to Marrickville (Illawarra-road)	1	69	0	3	58	0
14 Aug.,	1889	Marrickville to Dulwich Hill	0	74	75	1	69	50
25 Jan.,	1909	Addison-road	2	0	0	4	0	0
9 Nov.,	1912	Marrickville to Undercliffe	1	13	0	1	59	0
15 Mar.,	1913	Livingstone road to Petersham Station	0	30	50	0	61	0
21 June,	1913	Dulwich Hill to Hurlstone Park	0	70	50	1	59	0
11 Jan.,	1915	Hurlstone Park to Summer Hill...	1	40	0	1	40	0
28 Sept.,	1914	Petersham Station to Norton-street, Leichhardt	0	60	0	1	3	50
			10	64	75	19	4	0
		FOREST LODGE JUNCTION TO LEICHHARDT, BALMAIN, FIVE DOCK, AND ABBOTSFORD.						
18 June,	1883	Forest Lodge Junction to Johnson-street	1	33	0	2	66	0
1 May,	1884	Johnson-street to Short-street	1	1	50	2	3	0
10 Dec.,	1887	Short-street to Leichhardt Terminus	0	38	70	0	77	40
14 Oct.,	1890	Marion-street Junction to Five Dock	2	39	0	4	78	0
1 Aug.,	1893	Five Dock to Abbotsford...	1	30	50	2	61	0
6 May,	1912	Leichhardt to Balmain (1st Section)	0	39	0	0	78	0
23 Dec.,	1912	,, ,, ,, (2nd Section)	0	61	50	1	43	0
			8	3	20	16	6	40
		ERSKINEVILLE.						
25 Jan.,	1909	George-street, Sydney, to Erskineville Station	2	14	0	3	69	0
		NEWTOWN BRIDGE TO COOK'S RIVER, AND MARRICKVILLE TO COOK'S RIVER.						
24 Dec.,	1891	Newtown Bridge to St. Peters	0	63	0	1	46	0
6 Aug.,	1900	St. Peters to Cook's River	1	76	0	3	70	0
1 Jan.,	1917	Victoria-road, Marrickville, to King-street, St. Peters... ...	0	66	0	1	52	0
			3	45	0	7	8	0
		ZETLAND JUNCTION TO BOTANY.						
17 May,	1882	Zetland Junction to Botany Terminus	6	46	75	13	13	50
7 April,	1906	Lord's-road Junction to Ascot Racecourse	0	16	90	0	32	60
20 Nov.,	1906	Extension of Ascot Racecourse Line	0	22	10	0	44	20
22 Mar.,	1913	Cleveland-street to Redfern-street, *via* Regent-street	0	20	0	0	40	0
22 Mar.,	1913	Castlereagh-street to Elizabeth-street, *via* Redfern-street ...	0	11	0	0	22	0
			7	36	75	14	72	30
		BOTANY CEMETERY.						
11 Aug.,	1902	Botany Terminus Junction (Springvale) to Yarra Junction ...	2	46	50	2	46	50
		ZETLAND AND DOWLING-STREET CAR SHED.						
22 Dec.,	1902	Foveaux-street Junction to Bourke-street, Waterloo	1	45	0	3	10	0
28 Aug.,	1908	Zetland Terminus to Dacey-avenue, *via* Dowling-street ...	0	63	50	1	0	50
1 Mar.,	1909	Zetland Terminus to Botany Line, *via* Bourke-street	0	20	0	0	20	0
22 Mar.,	1913	Baptist-street to Elizabeth-street, *via* Phillip-street	0	25	0	0	50	0
			2	73	50	5	0	50
		MITCHELL-ROAD.						
22 Jan.,	1902	Raglan-street (Botany Line) to St. Peters Railway Bridge ...	1	34	0	2	68	0
		WOOLLOOMOOLOO.						
9 Aug.,	1915	College-street Junction to Woolloomooloo Bay	0	42	0	1	4	0
17 April,	1916	Extension, Woolloomooloo to McQuade's Point...	0	22	75	0	45	50
			0	64	75	1	49	50

APPENDIX XXX—*continued.*

		Lines Open for Traffic.	
		Street Miles.	Length of Single Track.
	HENDERSON-ROAD.	m. c. l.	m. c. l.
25 Mar., 1907	Mitchell-road to Erskineville-road	0 31 75	0 31 75
3 May, 1909	Erskineville-road to Railway Station	0 16 0	0 16 0
		0 47 75	0 47 75
	REDFERN TO MOORE PARK.		
25 Aug., 1891	Castlereagh-street to Junction with Randwick Line	1 6 0	2 12 0
25 „ 1891	Cricket Ground Loop	0 20 0	0 40 0
2 Oct., 1909	Castlereagh-street to City-road	0 64 50	1 49 0
15 Dec., 1909	Regent-street connection (Cleveland to Meagher streets) ...	0 10 0	0 20 0
		2 20 50	4 41 0
	CLEVELAND-STREET TO LITTLE BAY.		
12 Sept., 1900	Cleveland-street to Kensington Racecourse	1 30 0	2 60 0
22 Oct., 1900	Kensington Racecourse to Rifle Range	1 38 0	2 42 50
26 Dec., 1900	Bunnerong-road to Randwick Racecourse	0 52 0	1 24 0
19 „ 1901	Rifle Range Junction to Little Bay	3 65 0	7 50 0
30 Sept., 1907	Cleveland-street to Ascot-street (third road in Moore Park) ...	0 70 0	0 70 0
6 Nov., 1907	Dacey-avenue (Randwick-road to Dowling-street)	0 35 0	0 70 0
		8 50 0	15 76 50
	LA PEROUSE.		
11 Aug., 1902	Little Bay to La Perouse	1 1 50	2 3 0
31 Jan., 1916	Extension to Coast Hospital (Flowers' loop)	0 13 50	0 27 0
		1 15 0	2 30 0
	GEORGE-STREET AND PYRMONT.		
8 Sept., 1899	Circular Quay to John-street (Pyrmont)...	3 18 0	6 36 0
27 Mar., 1911	Quay-st. Junction to Harris-st., *via* Quay-st. and Ultimo-rd. ...	0 24 0	0 48 0
		3 42 0	7 4 0
	MILLER'S POINT.		
19 Aug., 1901	Fire Station (Circular Quay) to Miller's Point	0 55 25	1 30 50
	DACEYVILLE.		
17 Jan., 1910	Botany-road to Rosebery Park Racecourse	0 72 0	1 64 0
16 Nov., 1910	Rosebery Park Racecourse Extension	0 20 0	0 40 0
18 Aug., 1913	Bunnerong-road to Rosebery Park Racecourse	0 66 50	1 53 0
		1 78 50	3 77 0
	EXTENSION FROM BRIDGE AND PHILLIP STREETS TO CIRCULAR QUAY.		
22 Dec., 1902	From and to Phillip and Bridge Streets Junction, *viâ* Bridge, Young, Circular Quay, and Phillip Streets	0 25 0	0 25 0
	PITT AND CASTLEREAGH STREETS, AND CENTRAL RAILWAY STATION.		
18 Dec., 1901	Castlereagh and Hay Streets to Pitt and Hay Streets (*viâ* Castlereagh-street, Circular Quay, and Pitt-street)	2 49 50	2 49 50
1 Mar., 1902	Balloon Loop, Circular Quay to Fort Macquarie	0 30 0	0 60 0
4 Aug., 1906	Pitt and Hay Streets to Castlereagh and Hay Streets (*via* Central Station)	0 35 50	0 35 50
		3 35 0	3 65 0
	BELLEVUE HILL.		
1 Feb., 1909	Elizabeth-street to Bellevue Hill...	3 57 0	7 34 0
26 Feb., 1909	Bellevue Hill Line to Waverley Line, *via* Ocean-street ...	0 14 0	0 28 0
21 Dec., 1914	Bellevue Hill to Bondi Beach	1 35 25	2 68 0
		5 26 25	10 50 0

APPENDIX XXX—*continued.*

		Lines Open for Traffic.	
		Street Miles.	Length of Single Track.
	CONNECTING LINES—LIVERPOOL, ELIZABETH, CASTLEREAGH, AND PITT STREETS.	m. c. l.	m. c. l.
30 July, 1905	Elizabeth-street into Castlereagh-street, *via* Hay-street... ...	0 5 0	0 5 0
18 Feb., 1906	Connecting line—Elizabeth and Pitt Streets, *via* Bathurst-street	0 9 25	0 9 25
18 „ 1906	Connecting line—Liverpool-street to Castlereagh-street, *via* Liverpool-street	0 5 0	0 5 0
18 „ 1906	Double Junction, Liverpool-street into Elizabeth-street (to Railway)	0 3 50	0 7 0
18 Dec., 1901	Castlereagh-street to Gipps-street, *via* Hay-street and Pitt-street	0 20 50	0 30 50
6 Nov., 1916	Bent-street to Pitt-street, *via* Spring-street	0 10 25	0 10 25
		0 53 50	0 67 0
	CAMPBELL-STREET LINE.		
12 April, 1911	Castlereagh-street to Flinders-street	0 53 0	1 21 0
	OCEAN-STREET.		
19 Sept., 1894	Erskine-street to Ocean-street	2 38 50	4 77 0
27 Feb., 1911	Foot of Erskine-street to Day-street	0 6 75	0 13 50
		2 45 25	5 10 50
	ROSE BAY.		
4 Oct., 1898	Ocean-street to Rose Bay Wharf	1 24 0	2 46 25
10 Sept., 1900	Rose Bay Wharf to Dover-road	1 3 0	2 6 0
		2 27 0	4 52 25
	SOUTH HEAD.		
11 May, 1903	Dover-road to Watson's Bay Signal Station	1 71 0	2 79 50
18 Jan., 1909	Signal Station to Watson's Bay Wharf	0 65 0	0 65 0
		2 56 0	3 64 50
	NORTH SYDNEY.		
22 May, 1886	Milson's Point to Junction and Blue streets	0 54 0	1 28 0
22 Sept., 1909	Junction and Blue Streets to Miller Street (*via* Walker and Mount Streets)	0 25 0	0 50 0
22 May, 1886	Mount and Miller streets to Ridge-street	0 33 0	0 66 0
17 July, 1893	Ridge-street to Lane Cove Road	0 59 60	1 39 20
25 April, 1898	Lane Cove Road to Willoughby	2 44 85	5 9 70
20 Sept., 1893	Falcon-street Junction to Spit-road Junction	2 5 50	4 11 0
1 Mar., 1897	Spit-road Junction to Mosman	1 35 49	2 71 0
27 Oct., 1900	Military-road (Spit-road Junction) to The Spit	1 50 75	3 21 50
24 July, 1908	Willoughby to Chatswood...	0 70 0	0 70 0
17 May, 1909	Falcon-street Junction to Suspension Bridge	0 70 25	1 60 50
27 Sept., 1909	McMahon's Point to Blue and Miller Streets	0 60 0	1 40 0
22 May, 1886	Blue-street to Mount-street (*via* Miller-street)	0 8 50	0 17 0
27 Sept., 1909	Mount and Miller Streets to Crow's Nest (*via* Lane Cove Road)	0 71 0	1 62 0
7 Feb., 1914	Suspension Bridge to Northbridge (Section 1)	0 24 0	0 24 0
21 Mar., 1914	„ „ (Section 2)	0 59 75	0 59 75
9 Oct., 1916	Taronga Park (Avenue-road to New Zoological Gardens) ...	0 79 75	0 79 75
27 Oct., 1917	„ „ (New Zoological Gardens to Wharf)	0 60 75	0 60 75
		16 12 19	28 50 15
	GORE HILL AND BURNS BAY ROAD.		
24 Feb., 1900	Lane Cove Junction to Gore Hill	1 4 0	2 5 0
22 Mar., 1909	Gore Hill to Burns Bay Road	1 33 0	1 33 0
		2 37 0	3 38 0
	ROCKDALE RAILWAY STATION—BRIGHTON-LE-SANDS.		
7 June, 1914	Rockdale Station to Brighton-le-sands	1 20 0	1 20 0
	CREMORNE LINE.		
18 Dec., 1911	Spofforth-street Junction to Cremorne	1 48 0	3 16 0
	NEUTRAL BAY.		
25 June, 1900	Neutral-Bay Junction to Neutral Bay	0 74 0	1 9 0
	CRONULLA BEACH.		
12 June, 1911	Sutherland Railway Station to Cronulla	7 32 0	7 32 0

APPENDIX XXX—*continued.*

			Lines Open for Traffic.					
			Street Miles.			Length of Single Track.		
		ASHFIELD TO MORTLAKE AND CABARITA PARK.	m.	c.	l.	m.	c.	l.
23 Sept.,	1891	Liverpool-road to Enfield	1	78	0	3	76	0
15 ,,	1899	Ashfield Station to Liverpool-road	0	12	50	0	18	0
16 ,,	1901	Enfield to Mortlake	5	30	0	9	69	0
31 July,	1907	Burwood-road to Cabarita Park	0	77	25	1	6	25
			8	37	75	15	9	25
		SANS SOUCI.						
10 Sept.,	1887	Kogarah to Sans Souci	4	71	0	6	25	0
24 Dec.,	1908	Kogarah Loop	0	54	0	0	54	0
			5	45	0	6	79	0
		ARNCLIFFE TO BEXLEY.						
13 Oct.,	1909	Arncliffe Railway Station to Bexley	2	50	0	2	50	0
		THE SPIT TO MANLY, BROOKVALE & NARRABEEN.						
14 Feb.,	1903	East Esplanade, Manly, towards Pittwater	1	4	0	2	3	0
20 April,	1910	Curl Curl to Brookvale	2	9	0	4	16	0
9 Jan.,	1911	The Spit to Manly	2	77	0	4	50	50
3 Aug.,	1912	Brookvale to Collaroy Beach	3	21	0	3	21	0
8 Dec.,	1913	Collaroy Beach to Narrabeen	1	27	0	1	27	0
			10	58	0	15	37	50
		BAULKHAM HILLS AND CASTLE HILL.						
18 Aug.,	1902	Parramatta Railway Station to Windsor and Castle Hill Roads	4	37	19	4	37	19
1 Aug.,	1910	Baulkham Hills to Castle Hill	2	18	0	2	18	0
			6	55	19	6	55	19
		BROKEN HILL.						
15 Feb.,	1902	Oxide-street to South-street	3	7	25	4	38	25
24 Dec.,	1902	Oxide street to Merton street	1	45	50	1	45	50
24 ,,	1902	South-street to Whittaker-street	0	61	0	0	61	0
6 May,	1903	Chapple-street to Kaolin-street	0	69	0	0	69	0
7 Sept.,	1907	Kaolin-street to Western Oval	0	39	50	0	39	50
30 Aug.,	1909	Oxide-street to Blende-street	0	75	0	0	75	0
30 ,,	,,	Beryl-street to Gossan-street	1	32	0	1	32	0
23 Dec.,	1912	Patton-street to South Broken Hill Racecourse	0	75	0	0	75	0
			10	4	25	11	35	25
		NEWCASTLE.						
31 Dec.,	1887	Perkins-street to Plattsburg	8	3	33	14	29	28
23 ,,	1893	Perkins-street to Parnell-place						
19 April,	1894	Union-street to Merewether	1	70	78	1	70	78
19 ,,	1894	Hannell-street to Tighe's Hill	1	77	85	3	64	35
13 Aug.,	1900	Belford-road to Glebe-road, Adamstown	1	2	0	1	2	0
14 Jan.,	1901	Tighe's Hill to Mayfield	0	76	94	1	35	44
3 Nov.,	1902	Darby and Hunter Streets Junction to Patrick-street, Merewether	1	11	24	1	11	24
21 Sept.,	1903	Mitchell-street to Merewether Beach, Newcastle	1	13	41	1	31	41
27 April,	1907	Adamstown Junction to the Newcastle Racecourse	1	16	0	1	56	0
19 Dec.,	1910	Plattsburg to West Wallsend	7	40	0	7	40	0
15 Jan.,	1912	Wallsend to Speers' Point	3	25	50	3	25	50
23 Sept.,	1912	Hannell-street and Albert-street to Carrington	1	45	0	1	53	0
20 July,	1914	Wickham to Maryville	0	60	0	0	65	50
20 Jan.,	1915	Broadmeadow to Waratah	2	23	50	3	9	0
18 Dec.,	1916	Maryville to Steelworks	1	20	0	1	20	0
			34	5	55	44	33	50
		MAITLAND.						
8 Feb.,	1909	East Maitland to West Maitland	3	47	0	3	47	0
10 May,	1909	Hannam-street to Campbell's Hill	0	38	0	0	38	0
10 Oct.,	1910	High-street to West Maitland Railway Station (*via* Church-street)	0	42	0	0	42	0
			4	47	0	4	47	0
		TOTAL	225	28	39	358	56	56
		Sidings, Loops, and Cross-overs	....			54	31	50

APPENDIX XXXI.

STATEMENT showing the Capital Cost of the various sections of the Tramways on the 30th June, 1918.

Lines opened for Traffic.		Length.			Total Cost.	Average Cost per Mile.
	£	m.	ch.	lk.	£	£
Railway to Bridge-street		1	71	0	118,590	62,829
Randwick, Coogee, and Little Coogee		8	79	75	207,038	23,012
Waverley, Bondi, and Bronte		6	23	85	193,093	30,659
Waverley to Randwick		1	18	0	11,963	9,766
Oxford-street to Dacey-avenue, *via* Crown-street and Baptist-street		1	56	50	58,506	34,289
Railway to Glebe and Forest Lodge		2	27	66	47,781	20,369
Forest Lodge to Balmain, Annandale, and Birchgrove		6	45	25	208,041	31,686
Glebe Junction to Newtown, Dulwich Hill, Undercliffe, Summer Hill, Hurlstone Park, and Petersham		10	64	75	217,187	20,092
Forest Lodge Junction to Leichhardt, Balmain, Five Dock, and Abbotsford		8	3	20	208,546	25,939
Zetland Junction to Botany, Rosebery Park Racecourse, and Daceyville		9	35	25	157,962	16,732
Newtown to St. Peters and Cook's River, and Marrickville to Cook's River		3	45	0	159,082	44,655
Redfern to Moore Park		2	20	50	45,081	19,980
Ocean-street to Day-street		2	45	25	133,138	51,893
Rose Bay, Dover Road, and Watson's Bay		5	3	0	74,824	14,853
North Sydney Lines		21	11	19	485,454	22,964
George and Harris Streets		3	42	0	167,731	47,583
Newcastle City and Suburban		34	5	55	388,796	11,412
Kensington Line to Little Bay and Racecourse Loop		8	50	0	88,386	10,248
George-street to Miller's Point		0	55	25	14,935	21,625
Ashfield to Mortlake and Cabarita		8	37	75	124,728	14,723
Kogarah to Sans Souci		5	45	0	22,935	4,123
Pitt and Castlereagh Streets and Central Station		4	8	50	166,769	40,613
Botany Road to St. Peters Bridge and Erskineville Station		2	1	75	33,662	16,649
Broken Hill Lines		10	4	25	69,175	6,881
Little Bay to La Perouse, Springvale, and Yarra Junction		3	61	50	43,738	11,605
Parramatta to Castle Hill		6	55	19	33,836	5,058
Bridge-street to Circular Quay		0	25	0	4,566	14,611
Zetland Line and Dowling-street Car-shed		2	73	50	107,718	36,906
Balmain to Drummoyne and Ryde Railway Station		7	8	0	82,680	11,645
The Spit to Manly and Manly to Narrabeen		10	58	0	244,266	22,775
George-street to Erskineville Station		2	14	0	45,077	20,726
Elizabeth-street to Bellevue Hill		5	26	25	119,765	22,478
Maitland Lines		4	47	0	35,390	7,714
Arncliffe to Bexley		2	50	0	18,490	7,044
Sutherland Railway Station to Cronulla		7	32	0	42,365	5,725
Castlereagh-street to Flinders-street		0	53	0	25,953	39,174
Brighton-le-Sands		1	20	0	13,514	10,811
College-street to Woolloomooloo Bay and McQuade's Point		0	64	75	16,851	20,820
Total mileage and cost		225	28	39	4,237,612	18,804
Rolling Stock	1,821,213	....			4,232,479	18,782
Ultimo and White Bay Power-houses, Sub-stations, and Plant	1,824,217					
Machinery	137,195					
Workshops	223,462					
Furniture	2,392					
Store Advance Account	224,000					
Total and average cost, all charges		225	28	39	8,470,091	37,586

APPENDIX XXXII.

STATEMENT showing Additions to Tramway Capital during the year ended 30th June, 1918.

	£ s. d.	£ s. d.
On existing lines:—		
Rolling-stock	4,390 16 5	
Additions to Lines, Buildings, &c.	83,593 16 4	
Duplication of Lines	8,389 4 8	
Store Advance Account	28,000 0 0	
	124,373 17 5	
Less Credits	583 14 6	
		123,790 2 11
Tramway Construction—		
New Lines:—		
Darling-street, Balmain, to Wharf-road, Snail's Bay	20,549 1 1	
Taronga Park to Wharf	11,596 14 11	
Expenditure on lines open prior to 1st July, 1917	4,525 19 5	
		36,671 15 5
		160,461 18 4

APPENDIX XXXIII.

RECONCILIATION of the Railway and Tramway figures with the Treasury Statements as regards Revenue Receipts and Working Expenses for the financial year ended 30th June, 1918.

EARNINGS—RAILWAYS AND TRAMWAYS.

	Railways.	Tramways.	Railways.	Tramways.	Total.
	£	£	£	£	£
Railway and Tramway receipts as per Treasury accounts	......	......	8,821,050	2,000,598	10,821,648
Less—					
Outstandings—Sundry Debtors at 30th June, 1917...	263,742	10,881			
Credits on account of sales, taken by Treasury as Revenue Receipts, but treated as Working Expenses in Railway accounts ...	19,364	11,409			
Repayments on account of Working Expenses previous years, taken by Treasury as credits to Revenue, but in Railway accounts to Working Expenses	18,601	848			
Credit taken by Treasury as Railway revenue, but in Railway accounts as Tramway revenue	72	......	301,779	23,138	324,917
Add—			8,519,271	1,977,460	10,496,731
Outstandings—Sundry Debtors at 30th June, 1918...	435,115	15,094			
Rebates and refunds—					
Railways. £ / Tramways. £					
Amount taken in Treasury accounts ... ... 94,291 / 29					
Amount taken in Railway accounts ... ... 93,797 / 14	494	15			
Credit taken by Treasury as Railway revenue, but in Railway accounts as Tramway revenue	......	72	435,609	15,181	450,790
As per the Commissioners' Annual Report...	......	......	8,954,880	1,992,641	10,947,521

WORKING EXPENSES—RAILWAYS AND TRAMWAYS.

	Railways.	Tramways.	Railways.	Tramways.	Total.
	£	£	£	£	£
Working Expenses as shown in Treasury accounts ...	......	......	5,952,647	1,627,695	7,580,342
Less—					
Outstanding claims—Sundry Creditors at 30th June, 1917, included in Railway accounts in 1916–17	109,928	38,074			
Credits on account of sales, treated by Treasury as Revenue Receipts	19,364	11,409			
Amount on account of services performed for private persons — Sundry Debtors not credited at Treasury until actually paid ...	19,009	4,386			
Repayments taken by Treasury to Consolidated Revenue Account	599	81			
Repayments not credited at Treasury until July, 1918	147	5			
Wages, &c., charged at Treasury in 1917–18, not charged in Railway accounts until 1918–19	4,867	1,466	153,914	55,421	209,335
Add—			5,798,733	1,572,274	7,371,007
Outstanding claims—Sundry Creditors at 30th June, 1918	136,628	30,986			
Wages, &c., charged at Treasury in 1918–19, but in Railway accounts in 1917–18 ...	5,086	......	141,714	30,986	172,700
As per the Commissioners' Annual Report...	......	......	5,940,447	1,603,260	7,543,707

APPENDIX XXXIV.

NEW SOUTH WALES GOVERNMENT RAILWAYS.

Comparison of Results—Years ended 30th June, 1908—1918.

	1908.	1918.
	£	£
Total Earnings	4,944,134	8,954,880
Working Expenses	2,714,839	5,940,447
Balance after paying Working Expenses	2,229,295	3,014,433
Interest charges	1,649,364	3,043,349
	Gain 579,931	*Loss* 28,916

Difference in net results ... ... *Loss* £608,847

	1918 compared with 1908.
	£
Special Items debited in 1918—	
Increased cost due to increased rates of pay to Wages and Salaried Staff and additional positions required by reduction of working hours in accordance with Wages Boards' awards...	1,250,642
Increase in purchase price of materials other than Coal	328,248
Increase in purchase price of Coal	198,677
Amount paid as difference between their Departmental and Military pay to employees serving with the Expeditionary Forces (no similar payment in 1908)	101,830
Loss of Revenue due to the transport at reduced rates of troops and materials for the Expeditionary Forces and various War Relief Funds	59,173
Increase due to higher average rate of Interest on Invested Capital	380,269
	2,318,839
Less Revenue from increased Rates and Fares	715,939
	1,602,900
Actual difference in net results	608,847
Difference—Improved operation ... ... £	994,053

APPENDIX XXXV.

NEW SOUTH WALES GOVERNMENT TRAMWAYS.

Comparison of Results—Years ended 30th June, 1908—1918.

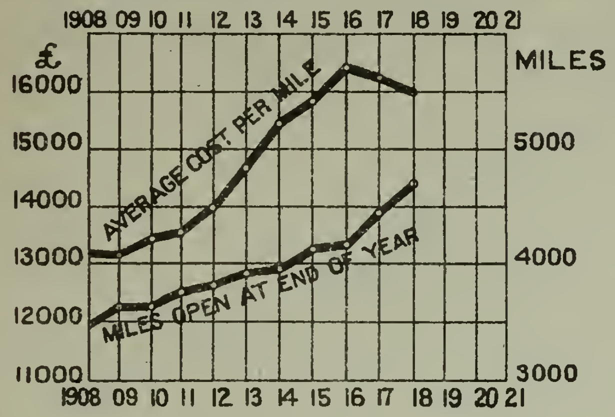
	1908.	1918.
	£	£
Total Earnings	1,011,994	1,992,641
Working Expenses	809,065	1,603,260
Balance after paying Working Expenses	202,929	389,381
Interest charges	134,504	348,546
	Gain 68,425	*Gain* 40,835

Difference in net results ... ... *Loss* £27,590

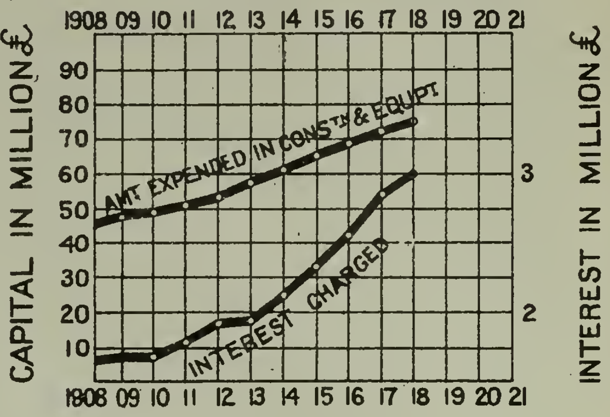
	1918 compared with 1908.
Special Items debited in 1918—	£
Increased cost due to increased rates of pay to Wages and Salaried Staff and additional positions required by reduction of working hours in accordance with Wages Boards' Awards...	416,647
Increase in purchase price of Materials other than Coal	96,070
Increase in purchase price of Coal	29,562
Amount paid as difference between their Departmental and Military pay to Employees serving with the Expeditionary Forces (no similar payment in 1908)	36,749
Increase due to higher average rate of Interest on Invested Capital	43,574
	622,602
Less Revenue from increased Rates and Fares	293,700
	328,902
Actual difference in net results	27,590
Difference—Improved operation ... ... £	301,312

RAILWAYS

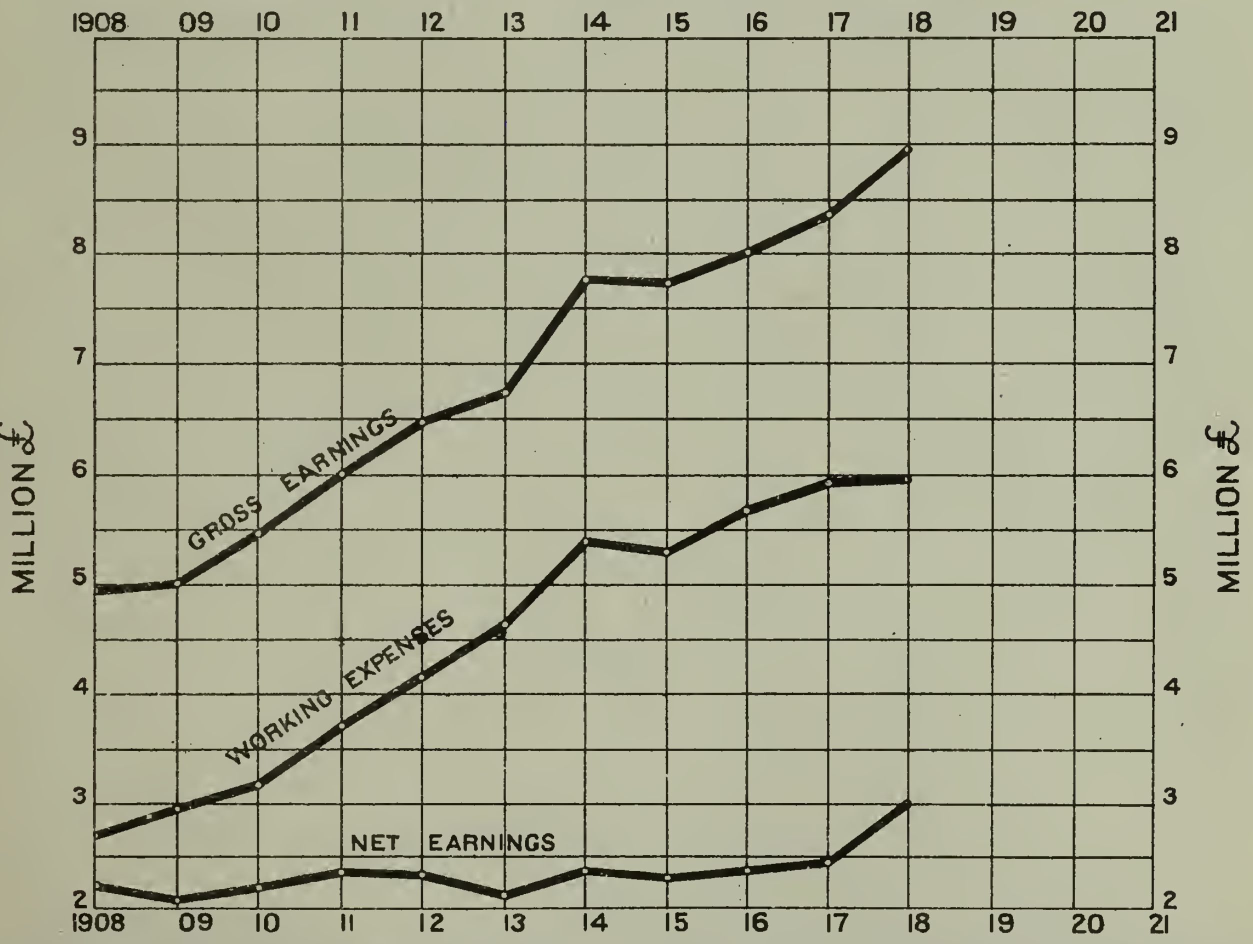
MILES OPEN & AVERAGE COST PER MILE



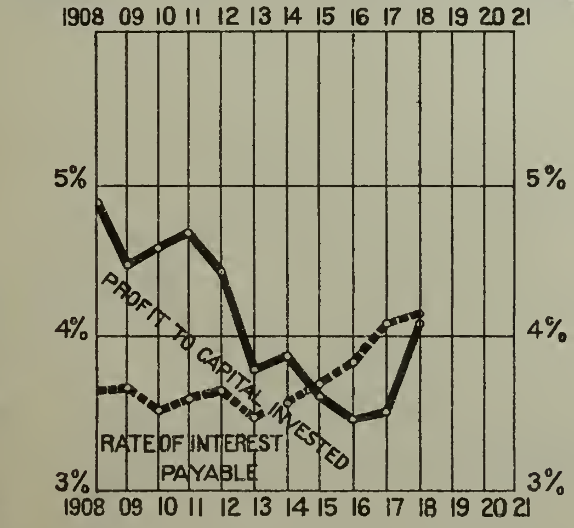
CAPITAL & INTEREST



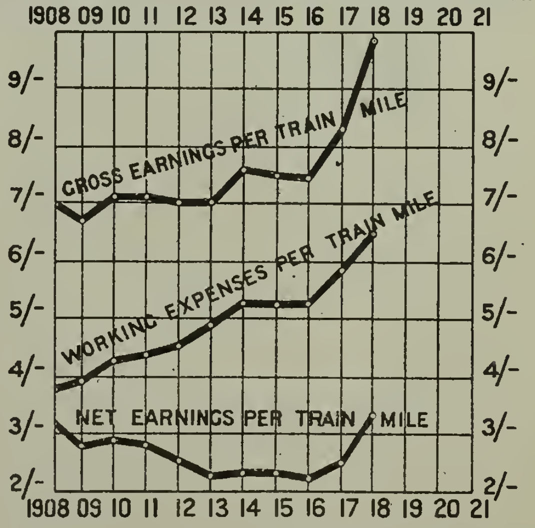
EARNINGS AND WORKING EXPENSES



PROFIT TO CAPITAL & INTEREST PAYABLE



GROSS & NET EARNINGS PER TRAIN MILE



G/11340 Sheet 2 (2 Sheets)

20569

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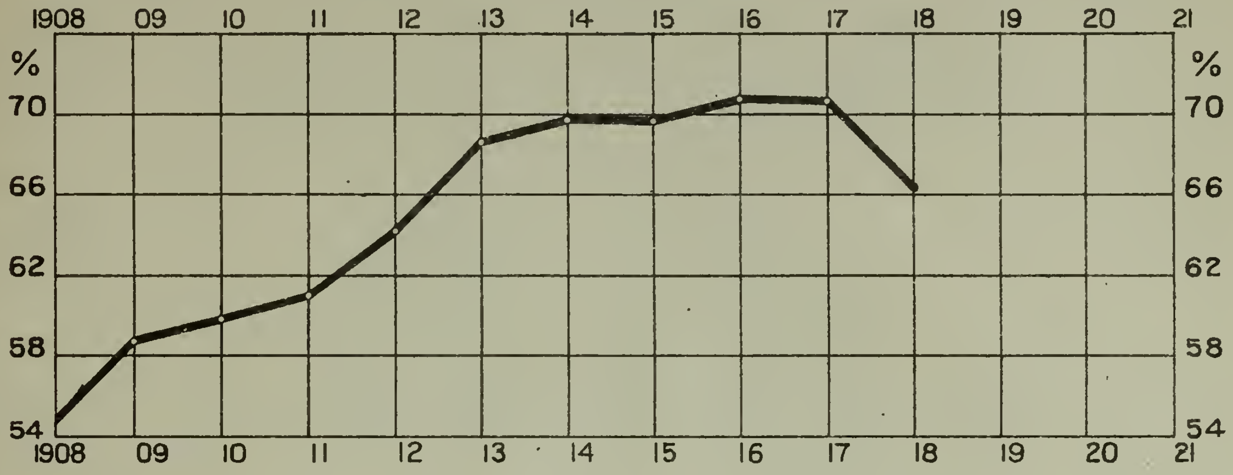
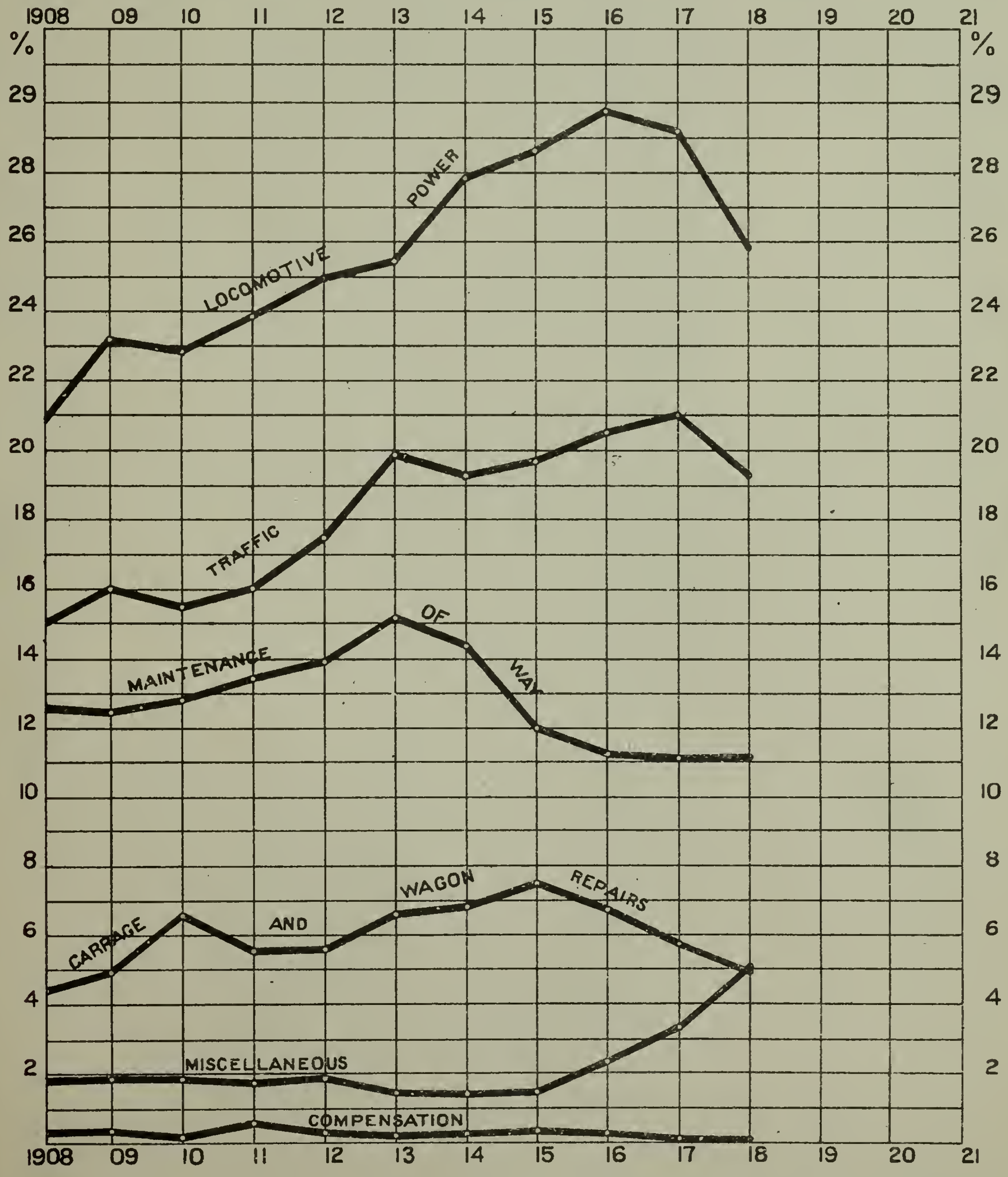
RAILWAYS

TOTAL WORKING EXPENSES % OF GROSS EARNINGS



DEPARTMENTAL WORKING EXPENSES



C/11340 Sheet 1 (2 Sheets)

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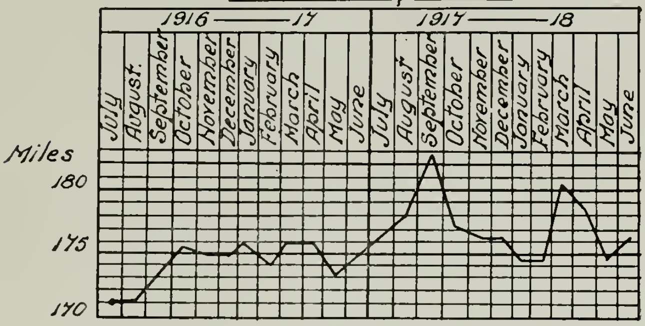
— Diagram Showing —

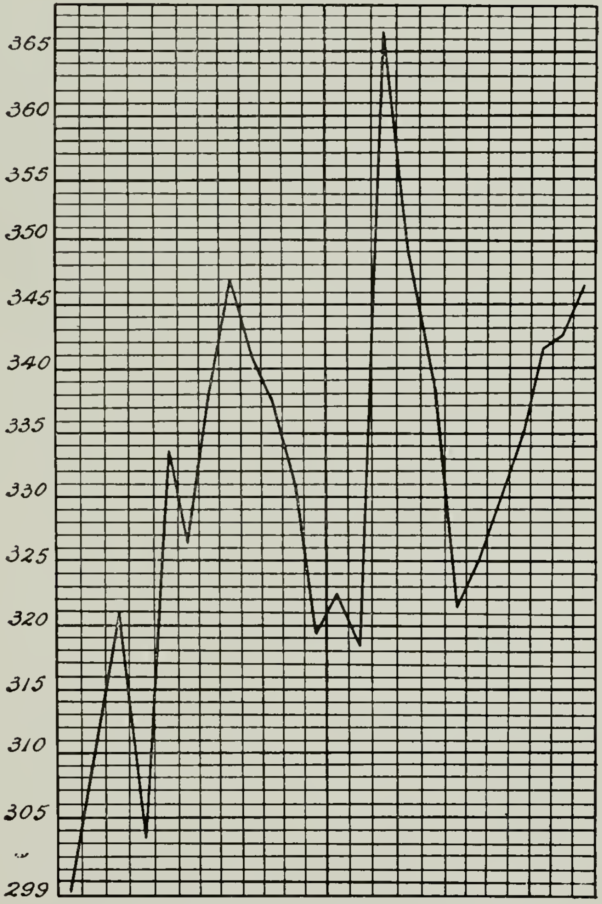
— TON MILES PER ENGINE MILE. —

The engine miles are exclusive of traffic light, shunting, loco. light, and coupled, as no ton mileage is allowed for same.

— Per Passenger Mile —



— Per Goods Mile —



— Per Passenger and Goods Mile —

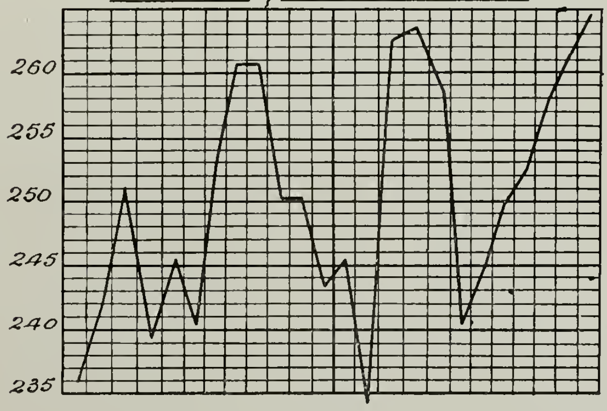
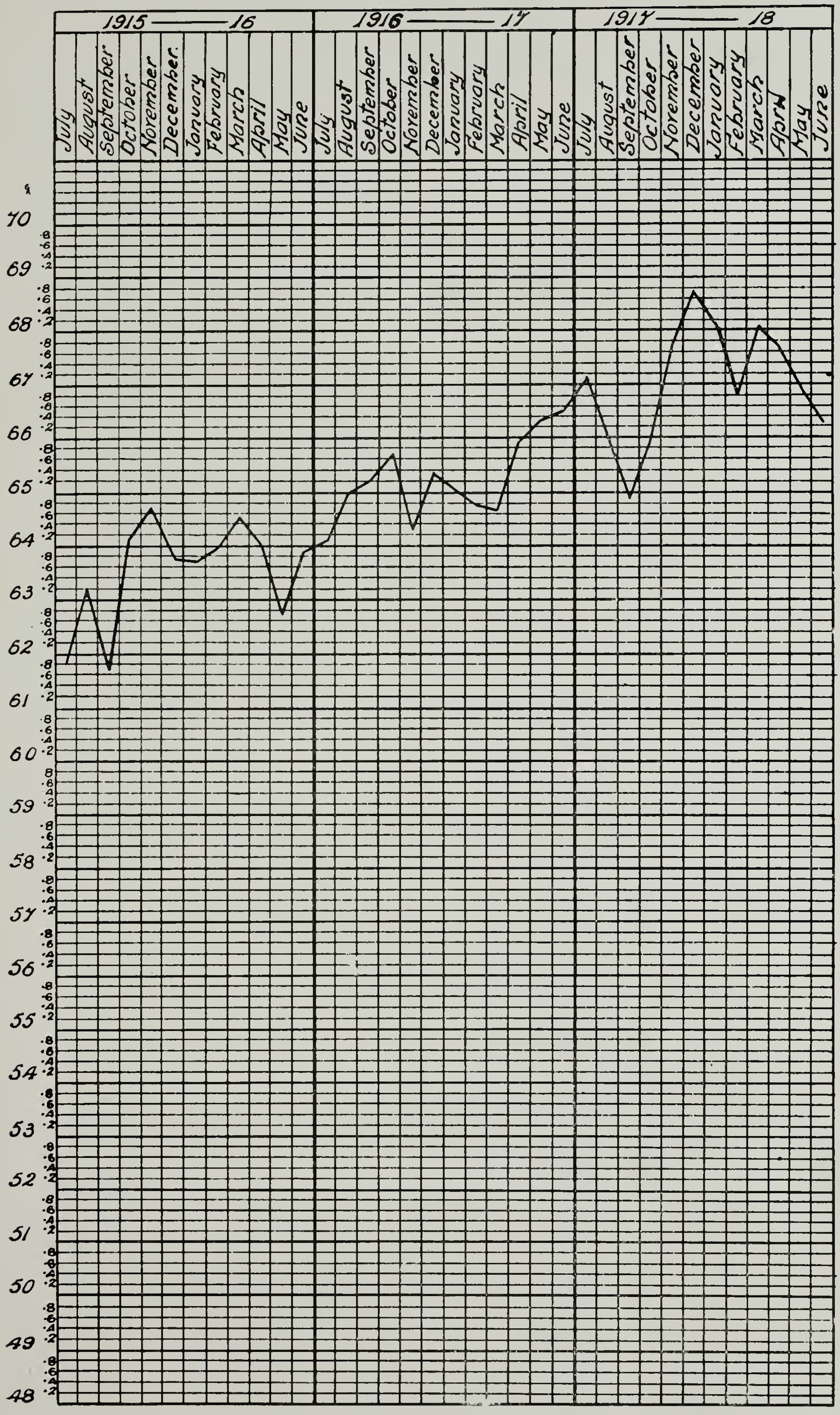
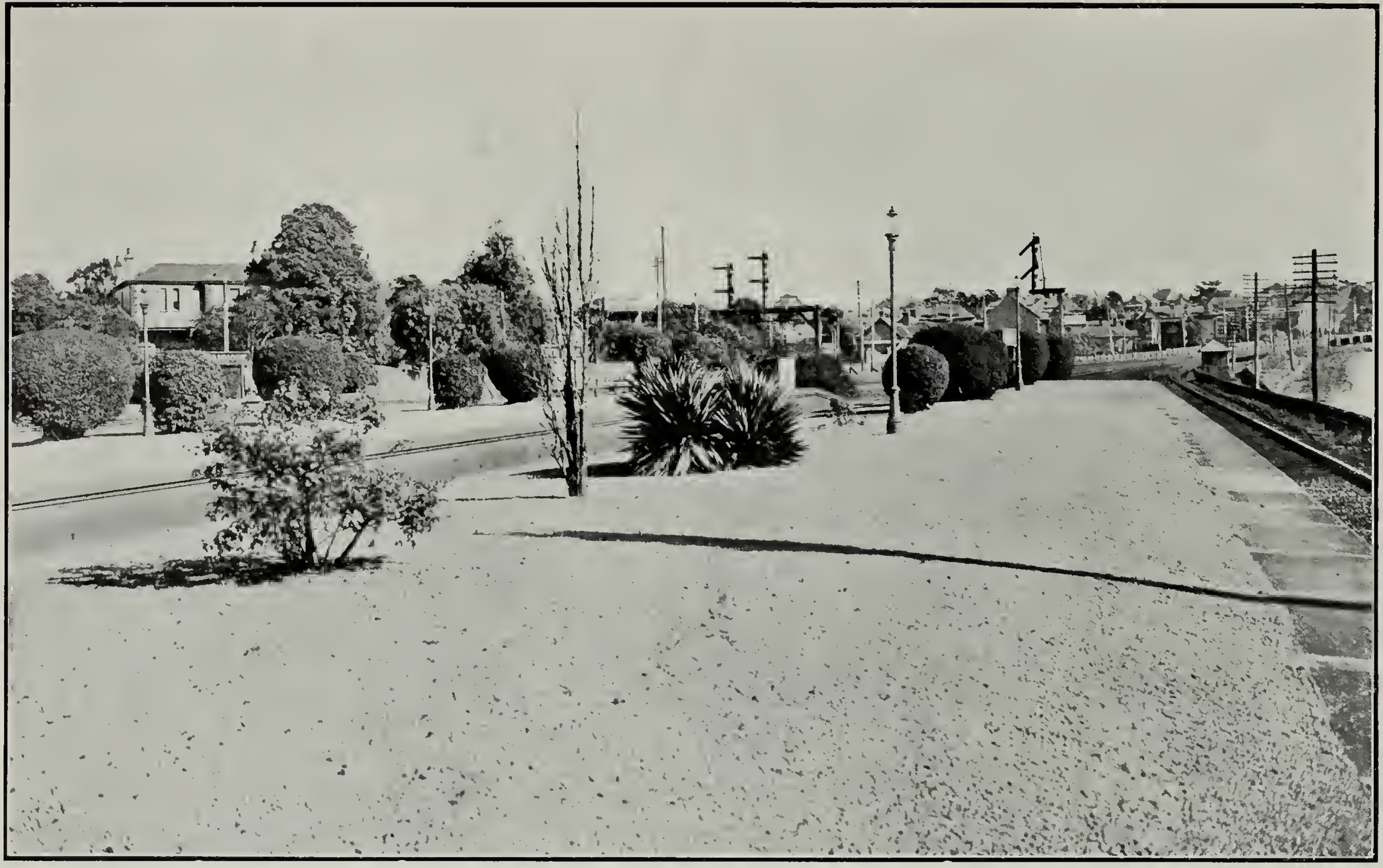


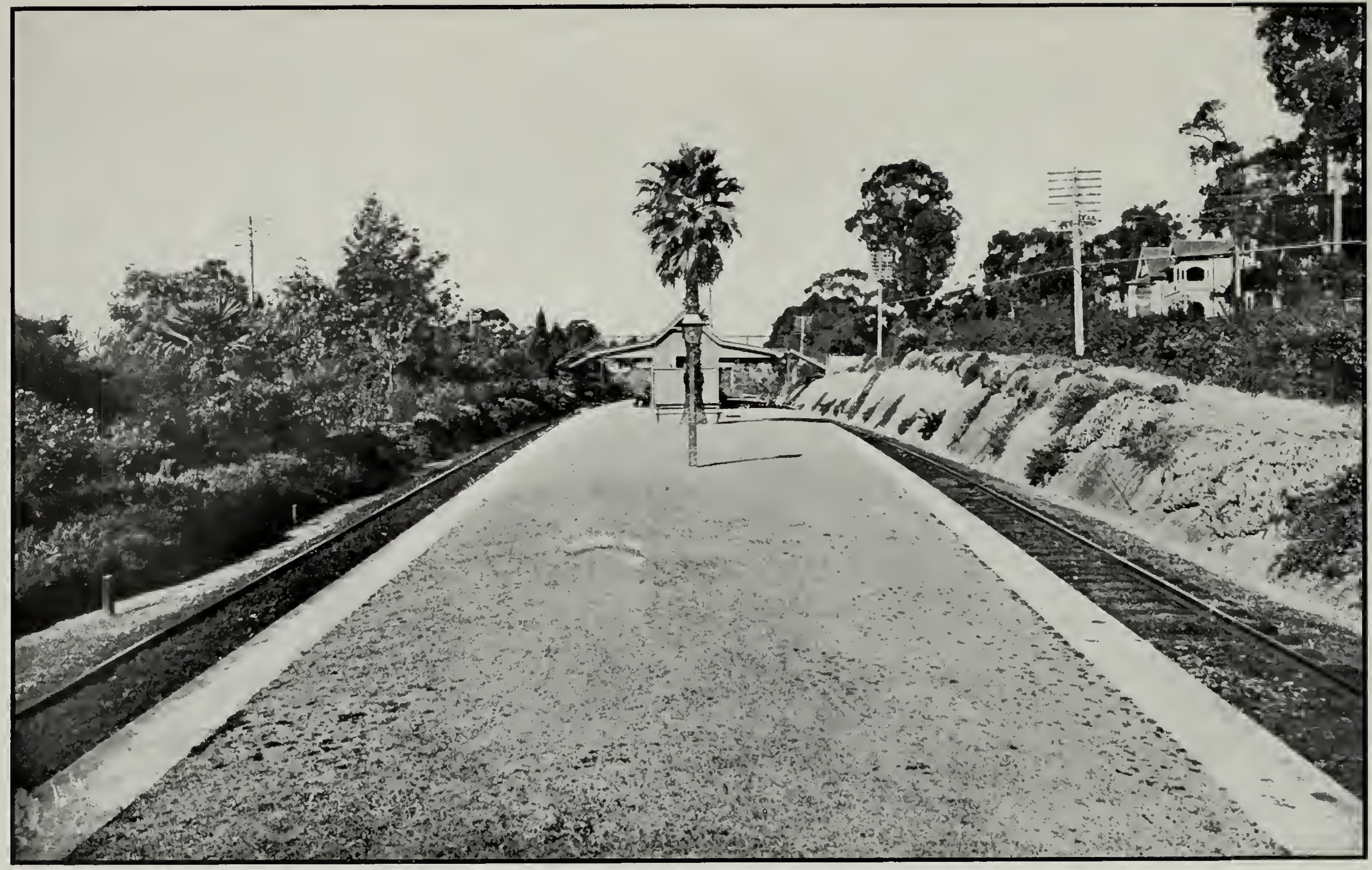
Diagram Shewing:-

Average miles run per driver per day of eight hours

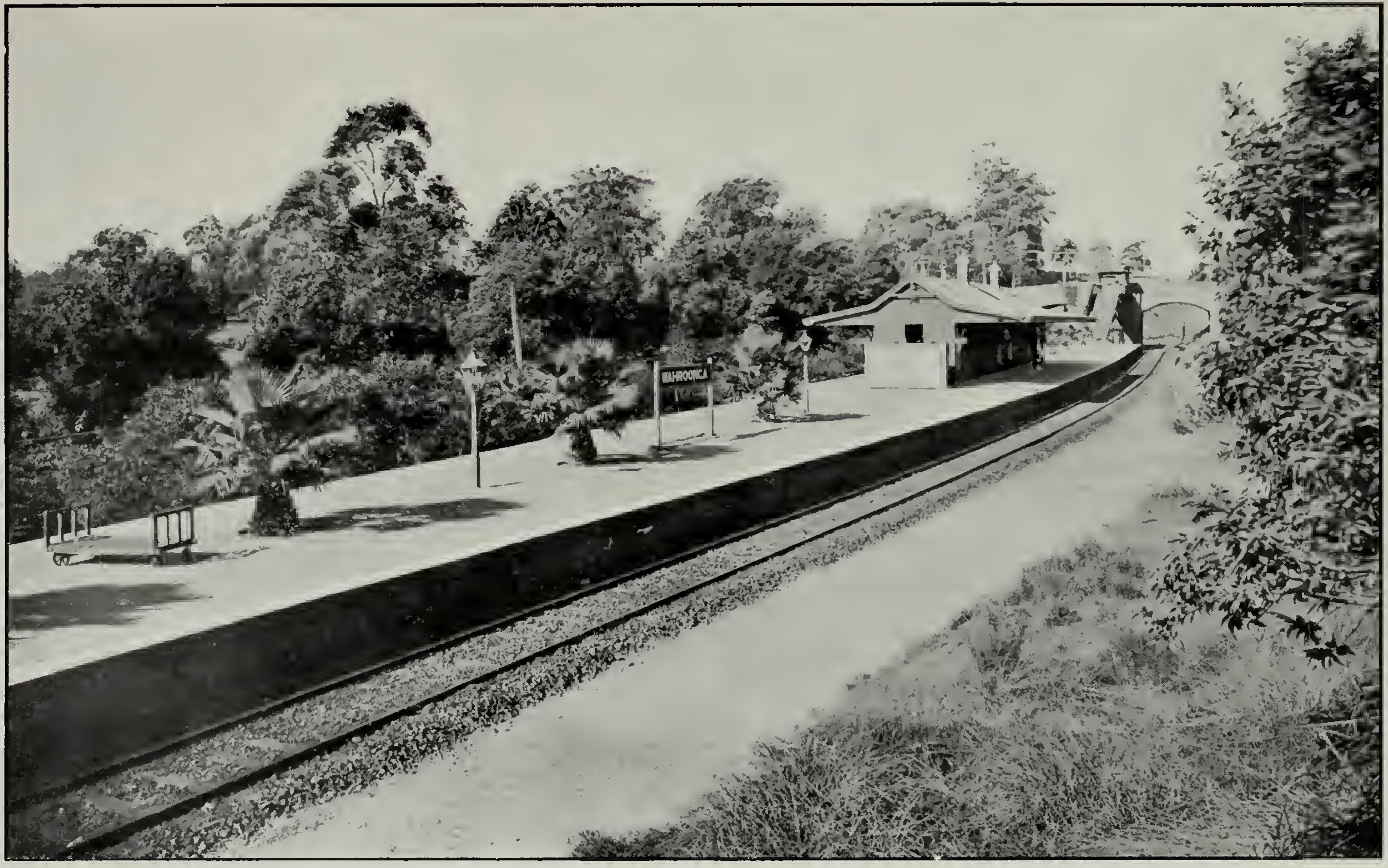




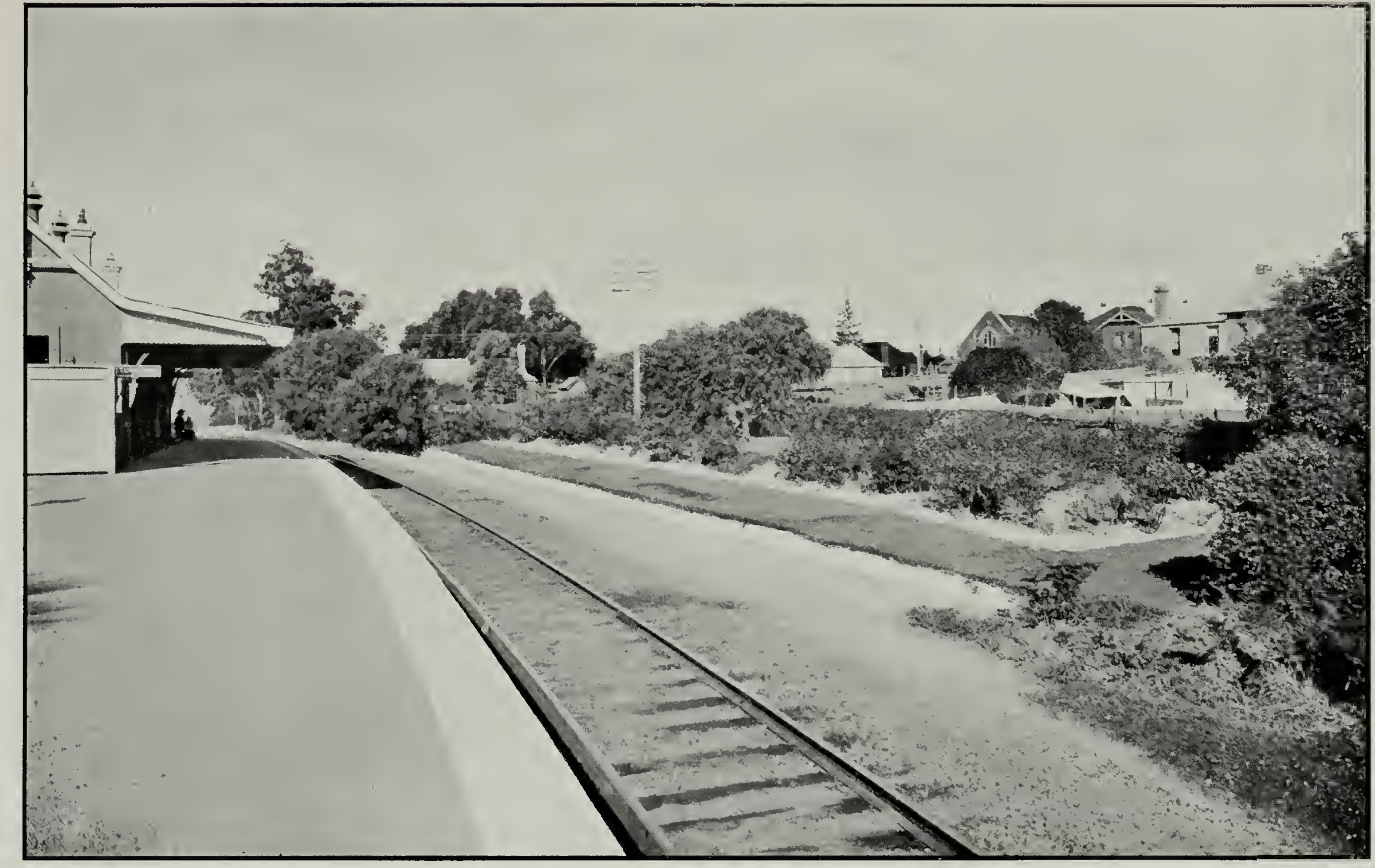
Stanmore Station, Main Suburban Railway Line.



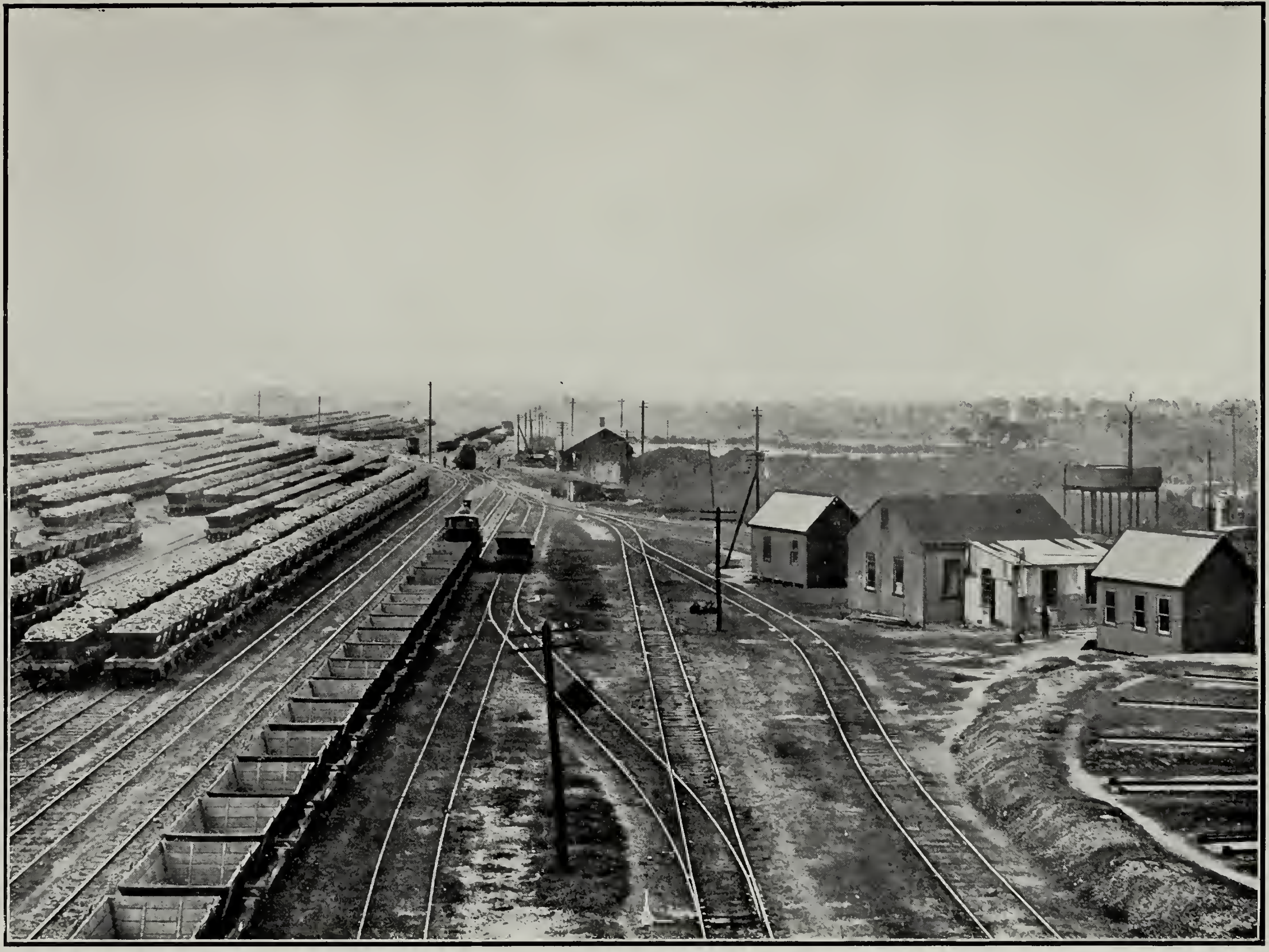
Killara Station, Hornsby-Milson's Point Railway Line.



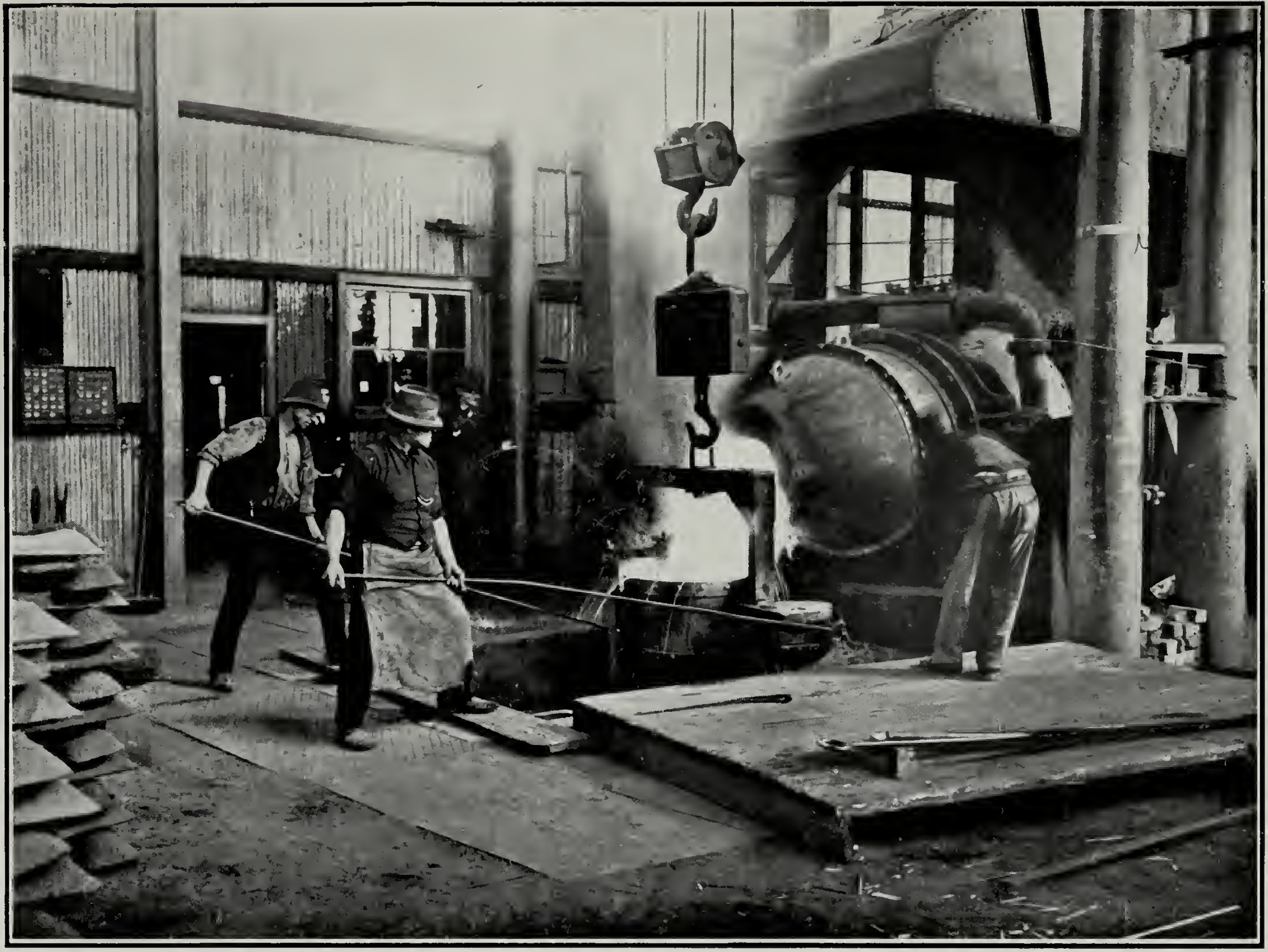
Wahroonga Station, Hornsby-Milson's Point Railway Line.



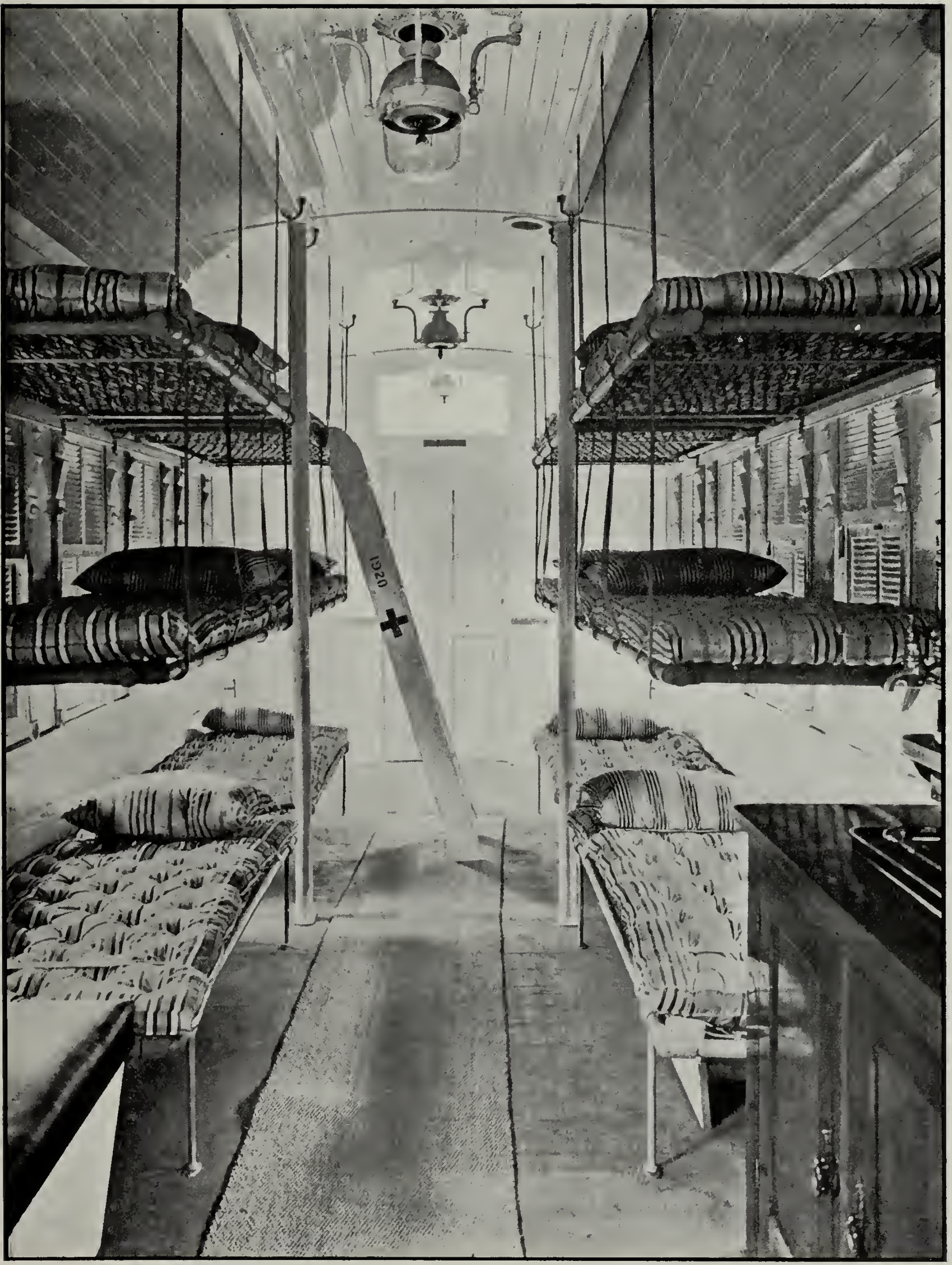
Waitara Station, Hornsby-Milson’s Point Railway Line.



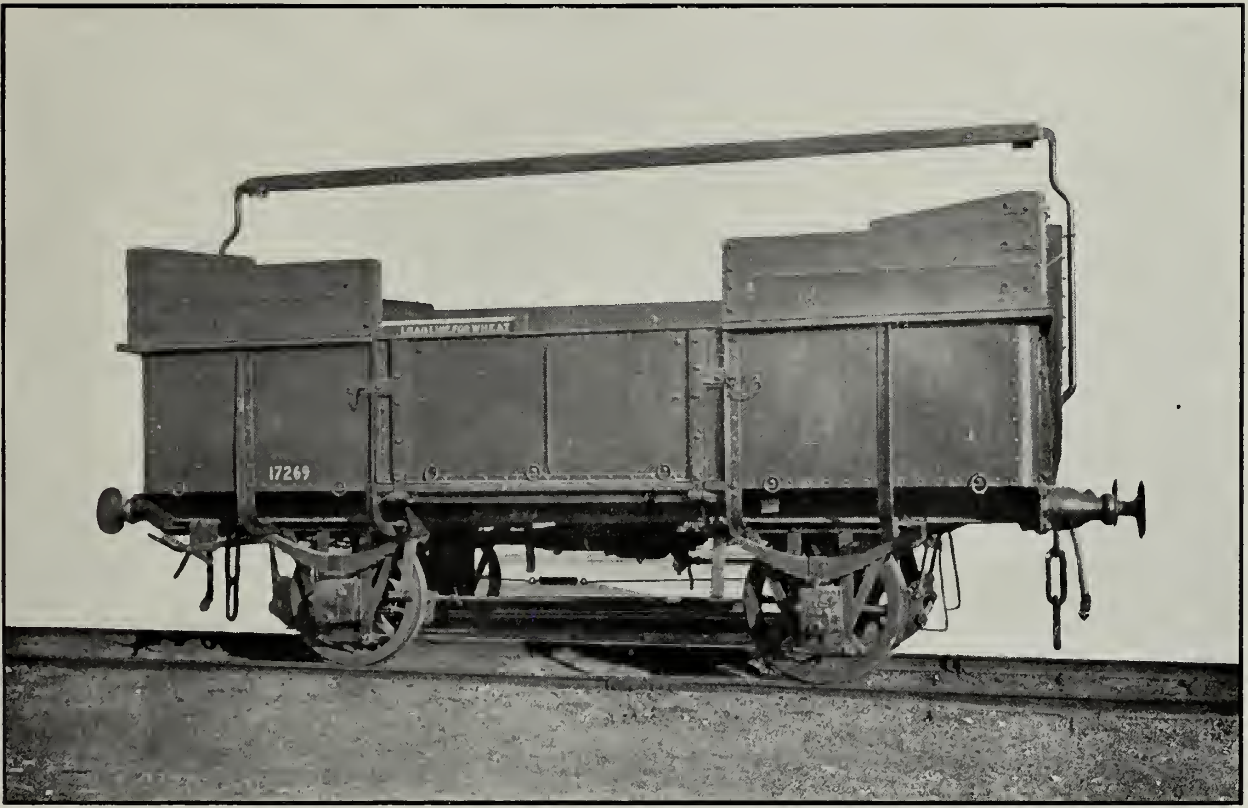
View of Port Waratah Coal Marshalling Yard.



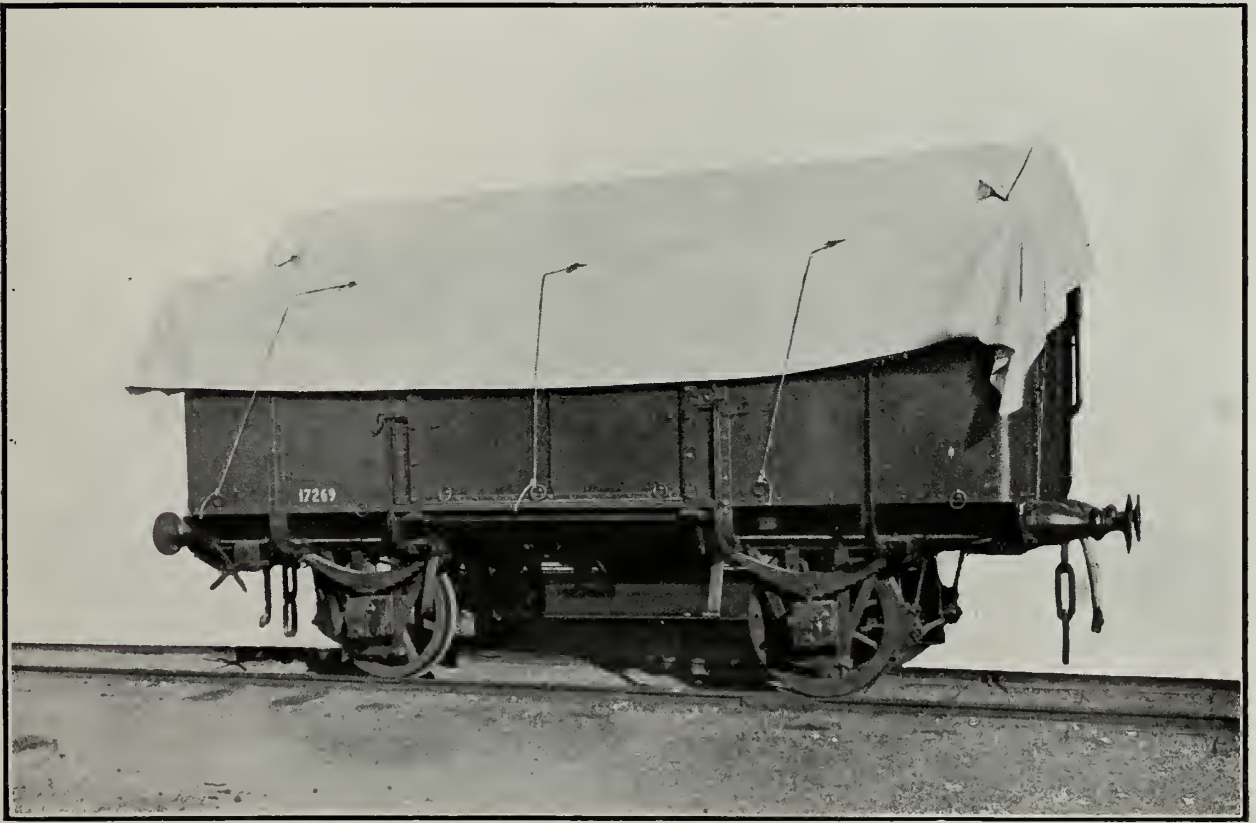
Pouring Molten Steel from Converter at Eveleigh Foundry.



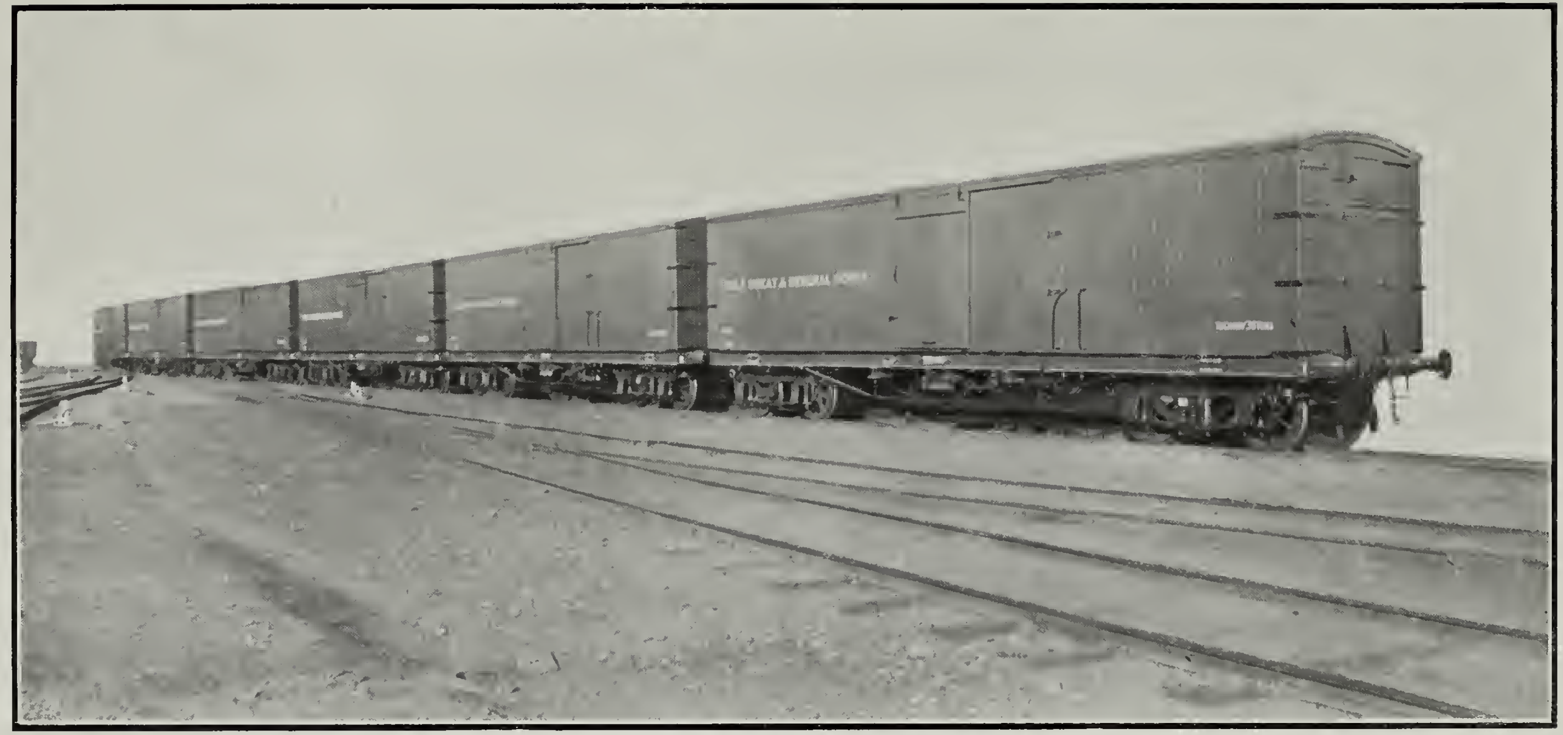
Suburban Car converted for carrying wounded soldiers, 3 tiers of berths on each side.
25 Cars are so equipped.



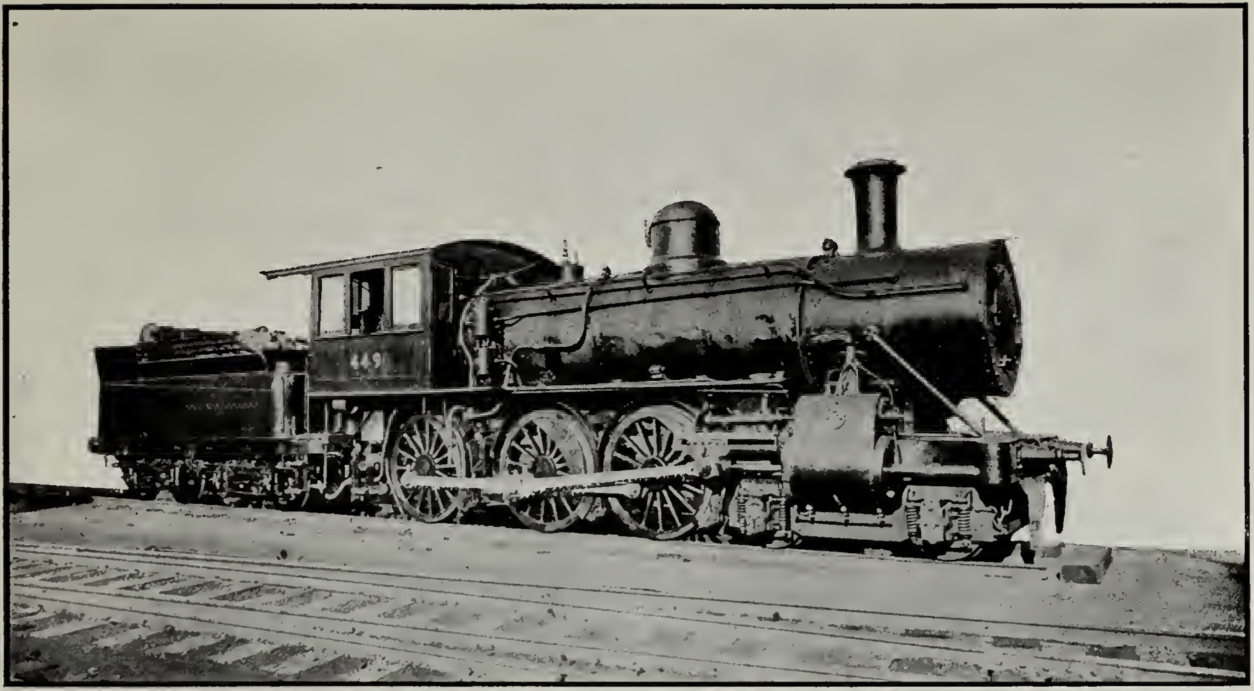
4-wheel Open Goods Wagon, fitted with raised sides and ends for carriage of wheat in bulk.



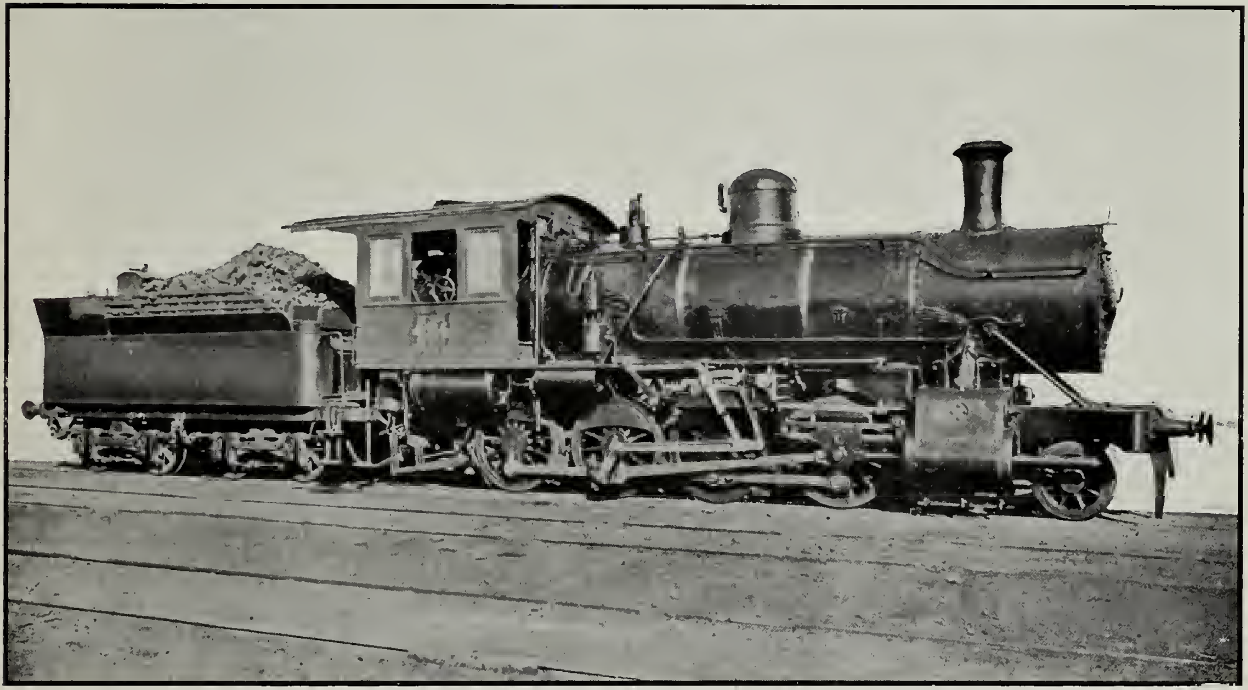
4-wheel Open Goods Wagon, fitted with raised sides and ends for carriage of wheat in bulk.
(Truck sheeted ready for journey.)



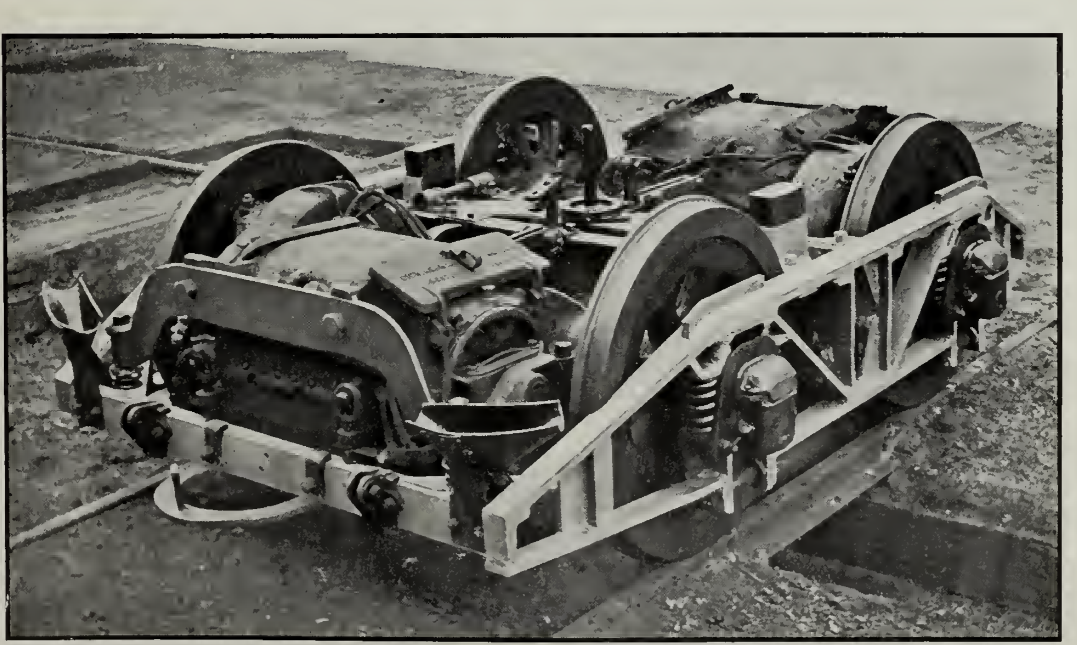
Train of Bogie Covered Vans for carriage of Bulk Wheat and General Traffic—Fifty (50) of these vans are now in service.



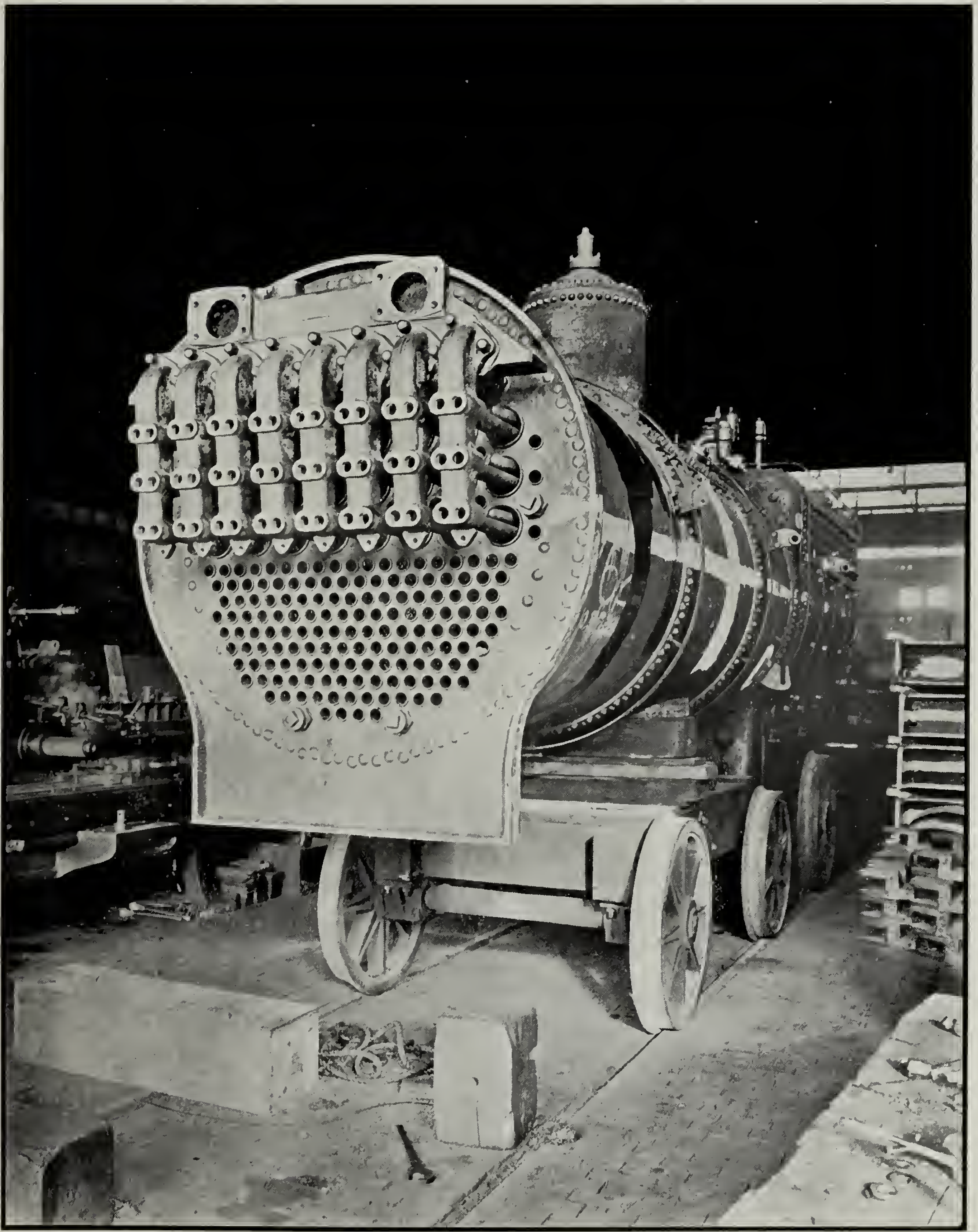
"O" Class Engine converted at Eveleigh from Saturated to Superheated System, and fitted with new bogie having outside journals and axleboxes readily accessible to enginemen on the road.



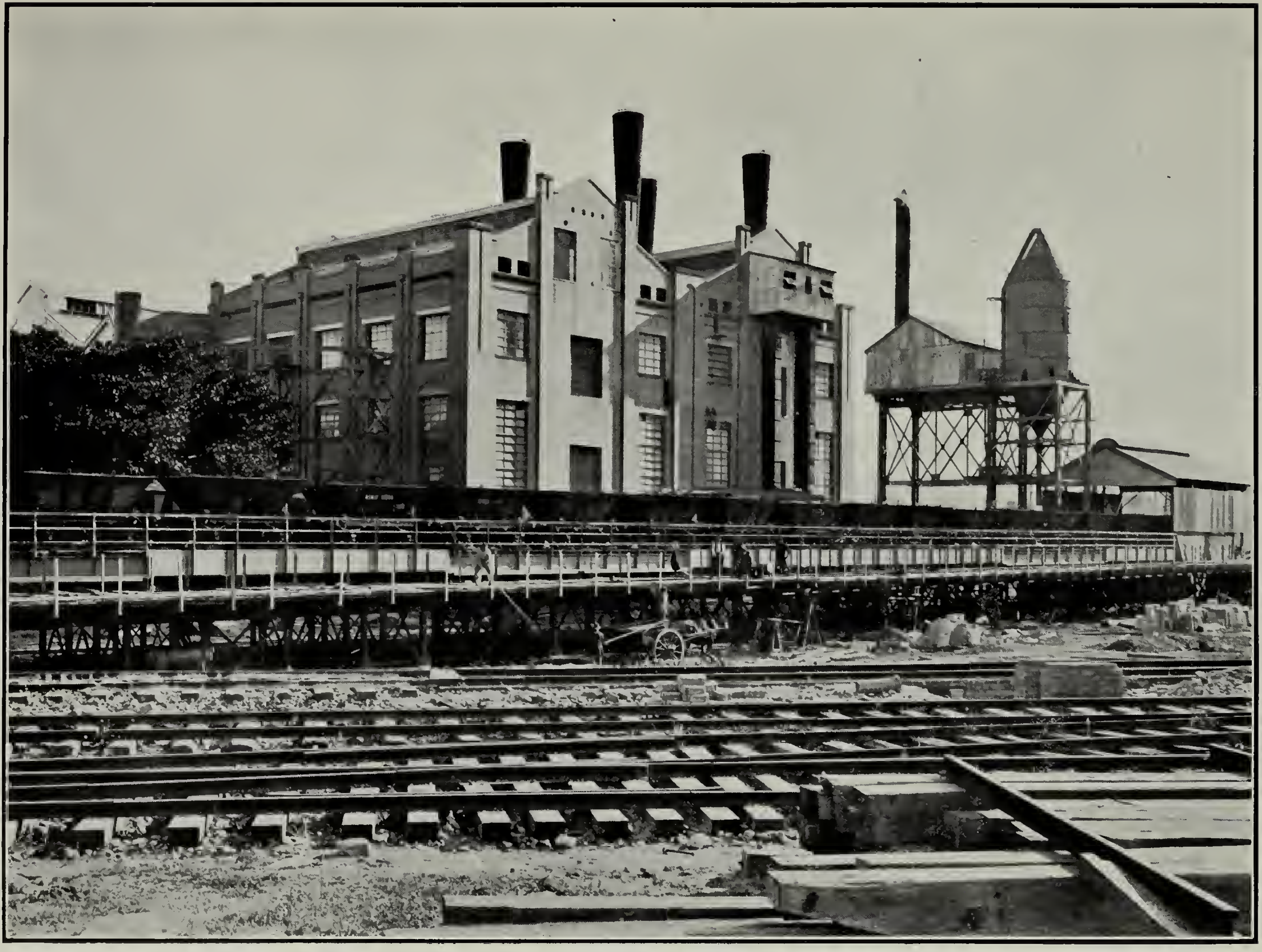
"J" Class Engine converted at Eveleigh from Saturated to Superheated System, and fitted with outside steam pipes and outside valve motion, all parts accessible to enginemen without putting engine over pit.



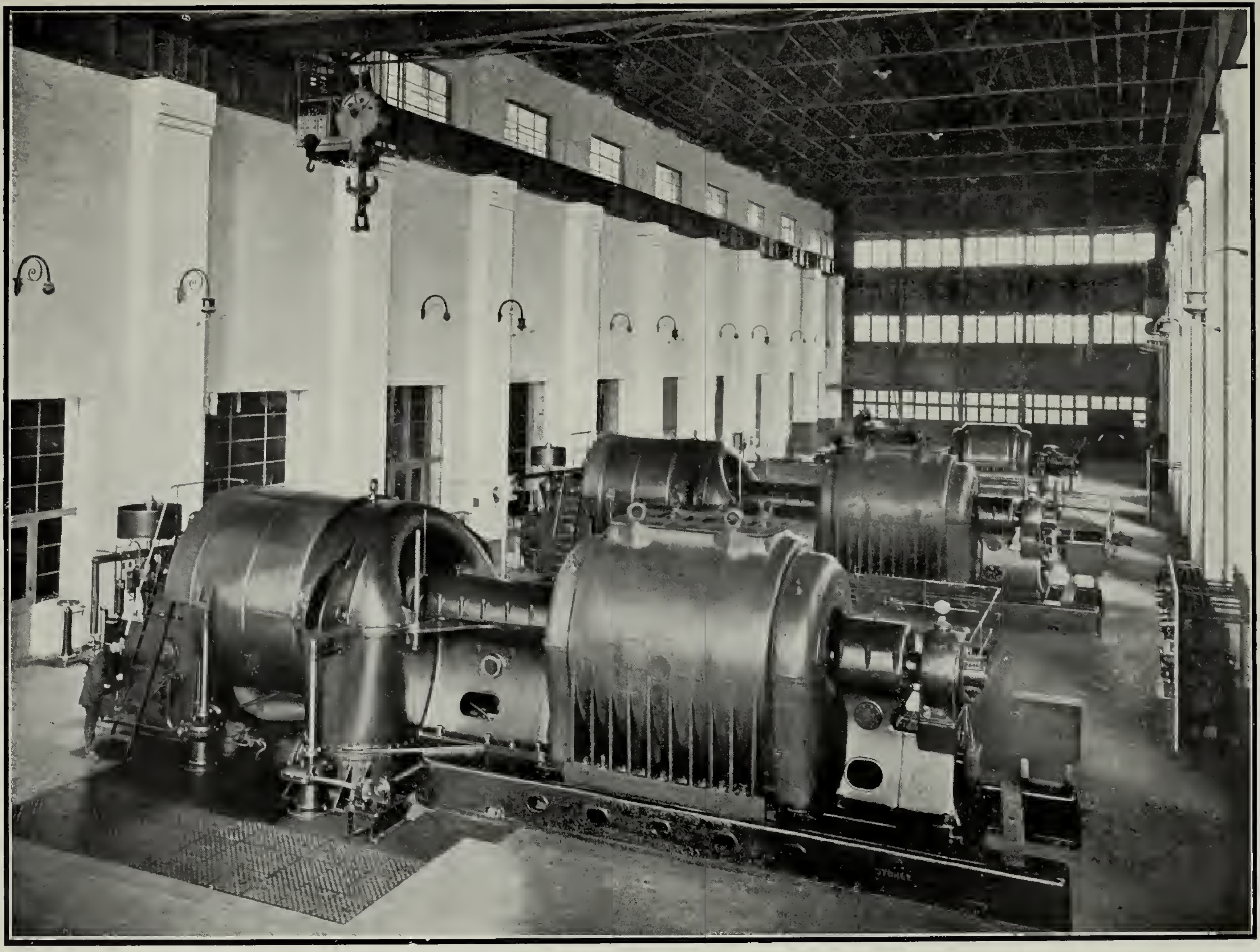
Electrically Welded Truck.



Locomotive Boiler equipped with "Lucy" Superheater, made at Eveleigh Works.



White Bay Power House from the South-east. Showing Elevated Railway Tracks and Pneumatic Ash Plant.



White Bay Power House Turbine Room.

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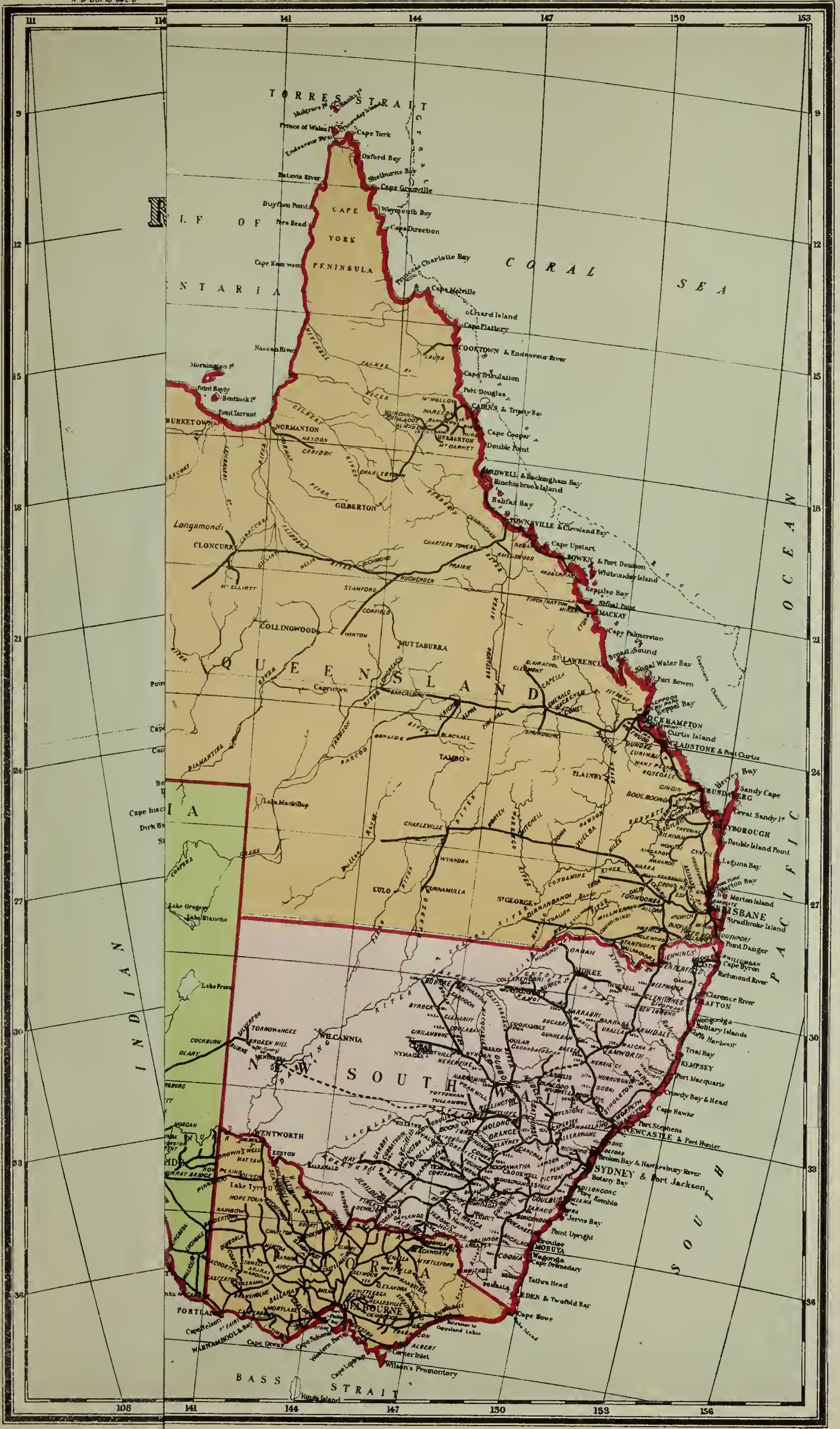

COMPILED AND DRAWN

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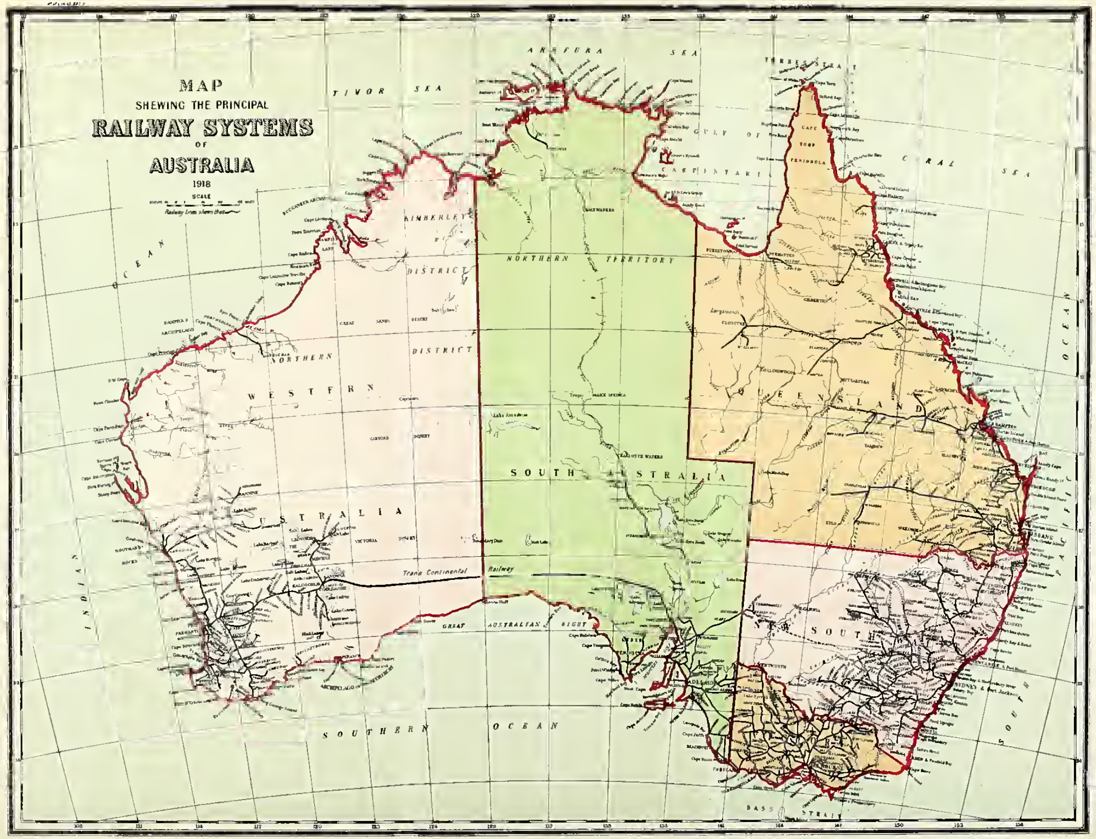

MAP
SHEWING THE PRINCIPAL
RAILWAY SYSTEMS
OF
AUSTRALIA
1918

SCALE

Railway Lines shewn thus

COMPILED AND DRAWN AT THE DEPARTMENT OF LANDS, SYDNEY

LITHOGRAPHED BY W. A. GULLICK GOVERNMENT PRINTER

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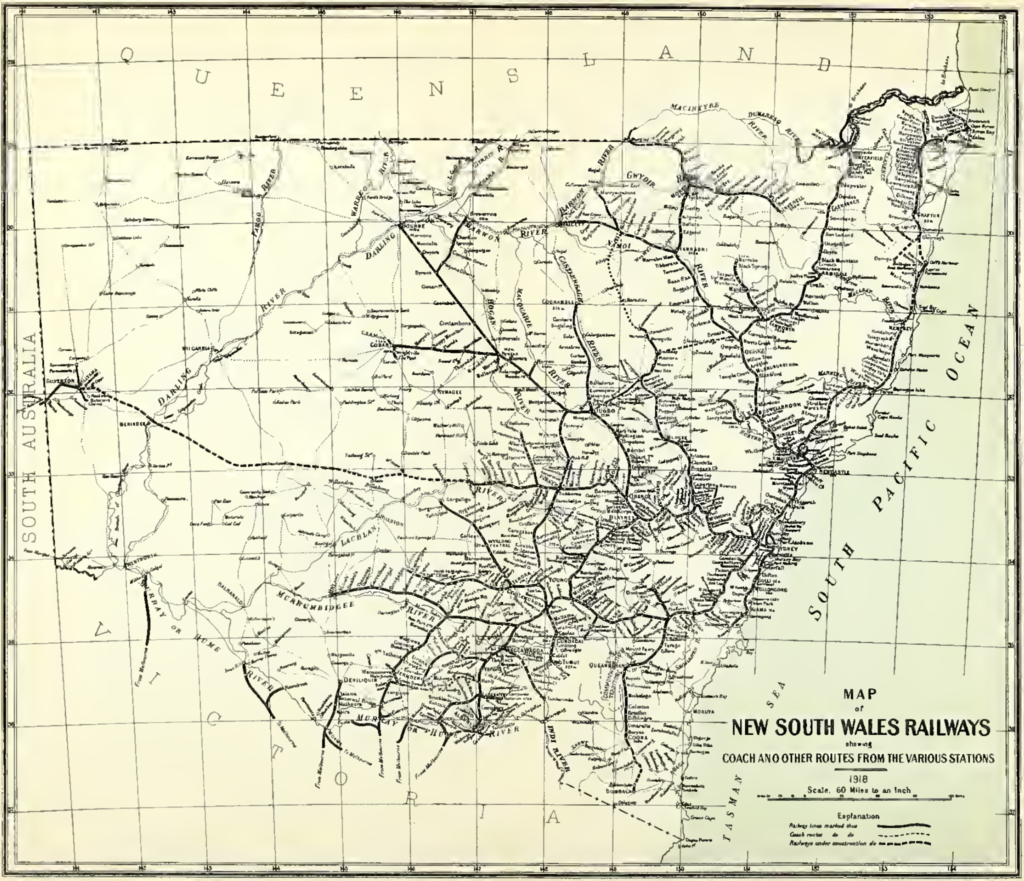

MAP
of
NEW SOUTH WALES RAILWAYS
showing
COACH AND OTHER ROUTES FROM THE VARIOUS STATIONS

1918

Scale, 60 Miles to an Inch